Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START
OF
ROLL

ROLL

263

AGENCY NAME:

O Dot

SERIES TITLE:

Construction Contracts

FIRST RECORD ON REEL:

Br. 10,150 (1985)

REDUCTION RATIO: 21 x

1985 Pine Creek (Crow Lane) Br. 10,150
Sec. on Crow Lane (Co. Rd.) City limits
of Halfway. (Grading & structure)

C&A 8261 12-3-84

7

~~POSTING TAG~~

Refund to Baker County

JK/plh/3-29-85 PII (V-11)

AGY
02

TRANS CODE	BI	CURRENT DOC. NO.	DOC. SUF.	DOC. DATE	VENDOR NO.	VEN. SUF.	EXPEND. ACCT.	SUBJOB	SPEC. D	ORG. UNIT
256		EC020888	01	020888	0000610016	00				

OBJECT DETAIL	DUE DATE	REVENUE SOURCE	AGY. SRC.	ACTIVITY	REFERENCE DOC NO.	REF. SUF.	MOD	INVOICE NO.

QUANTITY	AMOUNT	REV	CHECK NO.	SUBSIDIARY ACCT.
	3851.09			F0148902

REFERENCE CODE	MSA CODE	GL	RPI

VENDOR NAME

ADDRESS-1

ADDRESS-2

ADDRESS-3

CITY	STATE	ZIP CODE

PROGRAM	APPN. SYMBOL	FUND CODE	FUND DET	FND SRC	SOH TR	CNTY CODE	AGREEMENT NO.	AGR. SUF.
0203001002	202	002	01	0	'		F03873	01

Refund to Baker County

BROS 100 (9 & 13)

D Galida

FEB 8 1988

2-8-88

10,150

10,150

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 29, 1987

COUNTY: Baker AGREEMENT NO: 8261 PROJECT NO: BROS-100(9&13)

CONTRACT NO: 10150 SECTION: Pine Cr. (Crow Lane) Br.

PRELIMINARY ENGINEERING PREFIX C2011991:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 4,154.10	$ 6.17
Final Design	1,823.63	
Traffic Protection Unit	149.83	
Sign Design	55.77	
Utility Liaison	155.58	
Location	519.89	
Program Section	60.64	
Administrative Services	24.67	
Foundations	2,037.24	120.40
Environmental Section	81.96	
Free Bridge Design	2,056.14	222.35
Free Specifications	1,430.33	
Surface Design Engineer	77.95	
Hydraulics	566.76	
Prepare Permits	49.59	
Total Participating Cost	$ 13,244.08	$ 348.92
Less Free Br. Design & Specs.	(3,486.47)	(222.35)
P.E. Cost to County	$ 9,757.61	$ 126.57

CONSTRUCTION PREFIX C10150:

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 117,042.88	$
Interest on Final Payment		82.37
Field Engineering	8,380.21	.38
Technical Services	163.18	
Program Section	18.53	
Materials Section	3,437.79	
Construction Cost to County	$ 129,042.59	$ 82.75

SUMMARY

Participating P.E. Cost	$ 9,757.61
Participating Const. Cost	129,042.59
Total Participating Cost	$ 138,800.20

FEDERAL FUNDS

P.E. (80%)	$ 7,806.09	
Const. (80%)	103,234.07	(111,040.16)
Subtotal		$ 27,760.04
Less State Share Construction Match		(12,904.26)
Plus Non Participating County Cost		209.32
Less 1/2 Non Participating Field Engr.		(.19)
Less County's Advance Deposit:		
P.E. AD #84-117	$ 5,000.00	
Const. AD #85-121	9,016.00	
Const. AD #85-134	4,900.00	(18,916.00)
REFUND DUE COUNTY		$ (3,851.09)

10,150

jc   cc: OSHD (Rulien)   STATE COPY   10150

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

9-14-87

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF REPORT Sept. 14, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-0100(13)
COMPLETION DATE (Actual) Aug. 20, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY March 10, 1987	TIME ELAPSED 86 %	CONTRACT TIME Aug. 31, 1986

LOCATION

Pine Creek Bridge Section on County Rd. (Crow Lane) Southeast of Halfway.

~~The FHWA-47 Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds has been submitted.~~
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Reconstruction of roadway with embankment, grid rolled aggregate subbase and aggregate surfacing.
   - B. Removal of existing structure.
   - C. Construction of Bridge No. 16757.
     Length: 61 ft. Roadway Width: 27.4 ft.
   - D. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: R & RK Wasco
3. Contract Amount: $117,042.88
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
SEP 23 '87
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

og
9/29

NOTED
W. E. SCHWARTZ

Signature (SHD Official) O. B. Jackman

Title For Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE	TITLE District Engineer	DATE 9/22/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,150

April 9, 1987

CON 5 - 10,150

Contractor's Bonding and Insurance
 Company
P. O. Box 12053
Portland, OR 97212

On March 20, 1987, we wrote to you concerning release of final payment on Contract No. 10,150 awarded to R & R K Wasco Inc. for work on the Pine Creek Bridge Section of Crow Lane in Baker County.

Final payment on this contract is $2,386.00, and the total contract amount is $117,042.88, including $1,503.53 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

slp
cc: Contractor's Bonding and Insurance
 Company
1213 Valley Street
Seattle, WA 98109

R & R K Wasco Inc.
121 West 10th
The Dalles, OR 97058

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Robert Hector

10,150

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10150

TO: Commission Services

DATE: March 10, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10150, On Site Work Substantially Completed August 20, 1986

All Work Completed December 19, 1986

Project Pine Creek (Crow Lane) Bridge

Highway County Road (Crow Lane)

County Baker

Type of Work Grading and Structure

Contractor R and RK Wasco

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
MAR 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

letter written
3-20-87
azm

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

FINAL

		WEEK ENDING 11-29-86
PROJECT NAME (SECTION) PINE CREEK (CROW LANE) BRIDGE		CONTRACT NO 10150
HIGHWAY COUNTY ROAD (CROW LANE)	COUNTY BAKER	F A PROJECT NO BROS-0100(13)
CONTRACTOR R & R K WASCO INC	KIND OF WORK GRADING & STRUCTURE	DATE OF AWARD 11-19-85

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 139,423.65

ESTIMATED PROJECT COST $ 139,423.65

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 0.0 %

ENGINEERING

AUTHORIZATION $ 11,055.62

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 8,642.21

PERCENT OF AUTHORIZATION 78 %

FIRST NOTIFICATION DATE 06-17-86

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND 08-20-86

ESTIMATED SEMIFINAL SUBMITTAL DATE 11-24-86

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	08/31/86	76	0.0	0	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	100	0

ACTIVITIES THIS WEEK:

SEMI-FINAL SUBMITTED TO REGION 11-24-86

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER SIGN
Joseph A. Schlieski
JOSEPH A. SCHLIESKI

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

ORIGINAL

C10150

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

FEDERAL AID PROJECT NO. BROS-100(13)

PROGRAM APPROVED

VOUCHER PERIOD From: 10/16/85 To: 9/22/87

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117	$129,125.34	$129,042.59	80%	$103,234.07	$103,234.07	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By _______________ 11/16/87

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $ _______________

Amount Approved $ _______________

SIGN ORIGINAL COPY

____

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PINE CREEK (CROW LANE) BRIDGE SECTION COUNTY ROAD BAKER COUNTY					
	Construction Type Code X080 Pine Creek Br. (No. 16757)(Sta. 10+00 to Sta. 10+61)					
	Final Contract Payment Summary	Lump Sum			$ 98,611.43	
	Type Code E000 Roadway (Sta. 7+00 to Sta. 10+00 and 10+61 to Sta. 14+00)					
	Final Contract Payment Summary	Lump Sum			18,431.45	
	TOTAL PARTICIPATING CONTSTRUCTION				$117,042.88	
	Construction Engineering					
	State	All Required			11,999.71	
	TOTAL PARTICIPATING PROJECT COST				$129,042.59	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			82.37	
	Construction Engineering	All Required			.38	
	TOTAL NON PARTICIPATING PROJECT COST				82.75	
	TOTAL PROJECT COST				$129,125.34	
	Prepared based on Participating Cost as shown on the Federal Billing as of 11/16/87.					
	AMOUNT CARRIED FORWARD					

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT** BROS-100 (13)

Payable to: R + RK Wasco
121 W. Tenth
The Dalles OR 97058

Project No.:
Hwy. Agr. No.:
Contract No.: 10150

Project:
Estimate No.: 9 Final
Period Covered:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	2500.00		
	Interest on 2386.00 from			
	1/18/87-3/28/87. 70 days @			
	1.1767/day	82.37		
	Totals			
	Retained ___ %			
	Total Payments	2582.37		

Approved by: JH

Prepared by: J Henry

Common Data Elements

Doc. No. ~~BW~~ C10150

CPS = 114.00CR

03 31 87
Month Day Year

Agency 02 Vendor # 0000381307, Suf 00 Ref. Doc./Suf. ____ Check No. ____

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C10150	000	8056					2500.00	C10150		
02	223	↓	001	↓	349				82.37			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
           OREGON DEPARTMENT OF TRANSPORTATION                                                         04/02/87
                    HIGHWAY DIVISION
NTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                                PAGE     1

 C10150          ESTIMATE NUMBER: 009              R & R K WASCO INC.

          CONTRACT               LIQUIDATED                  RETAINAGE              FORCE ACCOUNT                NETPAY
           PAYMENT                 DAMAGE                                              AMOUNT

          115,539.35                  0.00                   2,500.00                1,503.53                114,542.88
          115,653.35                  0.00                   2,500.00                1,503.53                114,656.88

              114.00-                 0.00                       0.00                    0.00                   114.00-

          CONTRACT               LIQUIDATED                  RETAINAGE              FORCE ACCOUNT                NETPAY
           PAYMENT                 DAMAGE                                              AMOUNT

              114.00-                 0.00                       0.00                    0.00                   114.00-

              114.00-                 0.00                       0.00                    0.00                   114.00-



SCHLIESKI- REGION 5

E : STANDARD RETAINAGE

  :       2,500.00

  :
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Batch # 161 4-3-87

BROS-100(13)

```
                          OREGON DEPARTMENT OF TRANSPORTATION                                       04/02/87
                                   HIGHWAY DIVISION
FMCP010-1      CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE            PAGE    1

CONTRACT NUMBER: C10150            ESTIMATE NUMBER: 009          R & R K WASCO INC.

                               CONTRACT            LIQUIDATED            RETAINAGE        FORCE ACCOUNT         NETPAY
NUMBER      NUMBER             PAYMENT              DAMAGE                                   AMOUNT

AMOUNT TO DATE:              115,539.35              0.00                2,500.00            1,503.53          114.5
PRIOR AMOUNT:                115,653.35              0.00                2,500.00            1,503.53          114.6

PRESENT AMOUNT:                 114.00-              0.00                    0.00                0.00              1

EA-         SUB-               CONTRACT            LIQUIDATED            RETAINAGE        FORCE ACCOUNT         NETPAY
NUMBER      NUMBER             PAYMENT              DAMAGE                                   AMOUNT

C10150       011                114.00-              0.00                    0.00                0.00              1

            TOTAL               114.00-              0.00                    0.00                0.00              1



PROJECT MANAGER-SCHLIESKI- REGION 5

TYPE OF RETAINAGE : STANDARD RETAINAGE

LUMP SUM          :       2,500.00

PERCENT RETAINED  :
```

Batch # 161 4-3-87

BROS-100C

ACT PAYMENT VOUCHER

COUNTY		CONTRACT NO. C10150	ESTIMATE NO. 9
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	Type Code	xp" Construction Cost					
"A"	X080	98611.43					
"B"	E000	18,431.45					
	Total Cost	$117,042.88					
7 PG. 02 C10150		TOTAL CONTRACT ITEMS			115539.35	115653.35	114.00-
		FORCE ACCOUNT			1503.53	1503.53	
					117042.88		

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C10150

ESTIMATE NO. 9

FEDERAL AID PROJECT NO.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	P

	Type Code	xp Construction Cost
"A"	X080	98611.43
"B"	E000	18,431.45
	Total Cost	$117,042.88

		AMOUNT TO DATE	PREVIOUS AMOUNT
DATE 04 02 87 PG. 02 C10150	TOTAL CONTRACT ITEMS	115539.35	115653.35
	FORCE ACCOUNT	1503.53	1503.53
ENGINEER OR AUDITOR		117,042.88	

CT PAYMENT VOUCHER

COUNTY BAKER	CONTRACT NO. C10150	ESTIMATE NO. 9
HIGHWAY COUNTY ROAD (CROW LANE)	FEDERAL AID PROJECT NO. BROS0100013	
SECTION PINE CREEK (CROW LANE) BRIDGE		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ATION	LUMP SUM	10000.0000	100.000	10000.00	A 10000.00	
ARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	500.0000	100.000	500.00	A 500.00	
RY SIGNS	SQ FT	5.0000	48.500	242.50	A 242.50	
ARY BARRICADES	EACH	75.0000	8.000	600.00	A 600.00	
MENT IN PLACE	CU YD	6.0000	404.800	2428.80	B 2428.80	
ENCH EXCAVATION	CU YD	10.0000	42.800	428.00	B 428.00	
ULLED AGGREGATE SUBBASE 14" TH	SQ YD	3.0000	2,395.800	7187.40	B 7187.40	
ULLER	HOUR	60.0000	18.000	1080.00	B 1080.00	
ATE BASE 4 INCHES THIC	SQ YD	3.5000	2,087.700	7306.95	B 7306.95	
RAIL TYPE 2A	LIN FT	20.0000	150.000	3000.00	A 3000.00	
RAIL TYPE 3	LIN FT	30.0000	100.000	3000.00	A 3000.00	
RAIL ANCHORS TYPE 1	EACH	350.0000	4.000	1400.00	A 1400.00	
ND PIECES TYPE C	EACH	75.0000	4.000	300.00	A 300.00	
RIPRAP CLASS 100	CU YD	20.0000	103.200	2064.00	A 2064.00	
REMOVAL WORK	LUMP SUM	5000.0000	100.000	5000.00	A 5000.00	
CRIBBING ETC	LUMP SUM	500.0000	100.000	500.00	A 500.00	
URE EXCAVATION	CU YD	8.0000	244.900	1959.20	A 1959.20	
WALL BACKFILL	CU YD	15.0000	103.900	1558.50	A 1672.50	114.00-
URAL CONCRETE CLASS 3300	LUMP SUM	20000.0000	100.000	20000.00	A 20000.00	
RCEMENT	LUMP SUM	4512.0000	100.000	4512.00	A 4512.00	
/65' PRESTRESSED SLABS	EACH	5200.0000	7.000	36400.00	A 36400.00	
RAIL WITH TUBING	LIN FT	44.0000	138.000	6072.00	A 6072.00	
ACCOUNT ITEMS						
CE				1503.53	A 1503.53	

PG. 01 C10150	TOTAL CONTRACT ITEMS			
	FORCE ACCOUNT			

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY BAKER		CONTRACT NO. C10150	ESTIMATE NO. 9
HIGHWAY COUNTY ROAD (CROW LANE)		FEDERAL AID PROJECT NO. BR050100013	
SECTION PINE CREEK (CROW LANE) BRIDGE			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PR
001	11 MOBILIZATION	LUMP SUM	10000.0000	100.000	10000.00	A 10000.00	
002	11 TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	500.0000	100.000	500.00	A 500.00	
003	11 TEMPORARY SIGNS	SQ FT	5.0000	48.500	242.50	A 242.50	
004	11 TEMPORARY BARRICADES	EACH	75.0000	8.000	600.00	A 600.00	
005	11 EMBANKMENT IN PLACE	CU YD	6.0000	404.800	2428.80	B 2428.80	
006	11 TOE TRENCH EXCAVATION	CU YD	10.0000	42.800	428.00	B 428.00	
007	11 GRID ROLLED AGGREGATE SUBBASE 14" TH	SQ YD	3.0000	2,395.800	7187.40	B 7187.40	
008	11 GRID ROLLER	HOUR	60.0000	18.000	1080.00	B 1080.00	
009	11 AGGREGATE BASE 4 INCHES THICK	SQ YD	3.5000	2,087.700	7306.95	B 7306.95	
010	11 GUARD RAIL TYPE 2A	LIN FT	20.0000	150.000	3000.00	A 3000.00	
011	11 GUARD RAIL TYPE 3	LIN FT	30.0000	100.000	3000.00	A 3000.00	
012	11 GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	4.000	1400.00	A 1400.00	
013	11 RAIL END PIECES TYPE C	EACH	75.0000	4.000	300.00	A 300.00	
014	11 LOOSE RIPRAP CLASS 100	CU YD	20.0000	103.200	2064.00	A 2064.00	
015	11 BRIDGE REMOVAL WORK	LUMP SUM	5000.0000	100.000	5000.00	A 5000.00	
016	11 SHORING CRIBBING ETC	LUMP SUM	500.0000	100.000	500.00	A 500.00	
017	11 STRUCTURE EXCAVATION	CU YD	8.0000	244.900	1959.20	A 1959.20	
019	11 SPECIAL WALL BACKFILL	CU YD	15.0000	103.900	1558.50	A 1672.50	
020	11 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	20000.0000	100.000	20000.00	A 20000.00	
021	11 REINFORCEMENT	LUMP SUM	4512.0000	100.000	4512.00	A 4512.00	
022	11 4'X60'/65' PRESTRESSED SLABS	EACH	5200.0000	7.000	36400.00	A 36400.00	
023	11 METAL RAIL WITH TUBING	LIN FT	44.0000	138.000	6072.00	A 6072.00	
	FORCE ACCOUNT ITEMS						
601	11 ADJ FENCE				1503.53	A 1503.53	

DATE 04 02 87 PG. 01 C10150	TOTAL CONTRACT ITEMS		
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

```
PAGE     2

                 JOB COST SUMMARY RUN ON  12-22-87
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 12/18/87

                                   CREW        CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER        MONTH         DATE
--       -------- ---------- ------       -------      ----------
C10150   903      106        5011
C10150   903      550        5011
ACTIVITY   903                                                             SUBTOTAL

C10150   914      001        7700                            17.68
ACTIVITY   914                                                     17.68 SUBTOTAL

C10150   920      001        0612                            18.53
ACTIVITY   920                                                     18.53 SUBTOTAL

C10150   921      504        7200                            79.95
ACTIVITY   921                                                     79.95 SUBTOTAL  Tech

C10150   940      001        8007                            18.26
C10150   940      001        8213                            25.14
C10150   940      001        8214                         1,168.39
C10150   940      551        8052                           456.00
C10150   940      551        8056                         1,200.00
C10150   940      551        8200                           117.00
C10150   940      551        8213                            16.00
C10150   940      551        8214                           366.00
C10150   940      551        8215                            71.00
ACTIVITY   940                                                  3,437.79 SUBTOTAL

C10150   964      001        7700                            10.55
ACTIVITY   964                                                     10.55 SUBTOTAL

EA         C10150 TOTAL                                       129,125.34


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      1

                    JOB COST SUMMARY RUN ON  12-22-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 12/18/87

                                 CREW        CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER       MONTH           DATE
--       -------- ---------- ------      -------      ----------
C10150            136        0500                           7.12
C10150            146        8056                         218.93
C10150            150        8056                           3.10
C10150            199        0530                          21.72
C10150            199        8056                          33.45
C10150            300        8056                     117,042.88
C10150            349        8056                          82.37
C10150            550        8056                         363.80
C10150            550        8215                          52.80
C10150            555        0521                          22.41
C10150            555        0531                           2.37
ACTIVITY                                                          117,850.95 SUBTOTAL      808.07

C10150   010      001        0813                         610.24
C10150   010      001        0814                          38.94
C10150   010      001        0821                          40.69
ACTIVITY   010                                                        689.87 SUBTOTAL

C10150   900      001        5000                          84.63
C10150   900      001        5011                         146.04
C10150   900      001        8030                          73.02
C10150   900      001        8036                         312.72
C10150   900      001        8045                         132.30
C10150   900      001        8056                       5,118.14
C10150   900      008        8056                         118.45
C10150   900      030        8056                         399.84
C10150   900      032        8056                         248.07
C10150   900      150        8056                           8.43
C10150   900      151        8056                            .38
C10150   900      548        8036                          30.40
C10150   900      548        8056                          60.00
C10150   900      550        5011                          28.00
C10150   900      550        8056                         174.00
C10150   900      550        8215                           6.60     8462.96
C10150   900      574        8056                          24.00
ACTIVITY   900                                                      6,965.02 SUBTOTAL
                                                                                                 254.67
C10150   901      001        7450                                                                REGION OFFICE
C10150   901      267        7000                          50.00
C10150   901      504        7450                           5.00
ACTIVITY   901                                                         55.00 SUBTOTAL
                                                                     Tech
C10150   903      001        0521
C10150   903      030        0521

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                                JOB COST SUMMARY RUN ON  12-21-87
                           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                                CHARGES ARE CURRENT TO 12/18/87

                                                CREW    MSA          CURRENT          BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--         ------ -------- ---------- ------ -----         -------           ----------
C10150     000               136        0500                                       7.12
OBJ-DETAIL 136                                                                     7.12

C10150     000               146        8056                                     218.93
OBJ-DETAIL 146                                                                   218.93

C10150     000               150        8056                                       3.10
OBJ-DETAIL 150                                                                     3.10

C10150     000               199        0530                                       9.34
OBJ-DETAIL 199                                                                     9.34

C10150     000               550        8056                                     363.80
C10150     000               550        8215                                      52.80
OBJ-DETAIL 550                                                                   416.60

C10150     000               555        0521                                      22.41
C10150     000               555        0531                                       2.37
OBJ-DETAIL 555                                                                    24.78

ACTIVITY                                                                         679.87 S

C10150     000      010      001        0813                                     610.24
C10150     000      010      001        0814                                      38.94
C10150     000      010      001        0821                                      40.69
OBJ-DETAIL 001                                                                   689.87

ACTIVITY   010                                                                   689.87 S

C10150     000      900      001        5000                                      84.63
C10150     000      900      001        5011                                     146.04
C10150     000      900      001        8030                                      73.02
C10150     000      900      001        8036                                     312.72
C10150     000      900      001        8045                                     132.30
C10150     000      900      001        8056                                   5,118.14
OBJ-DETAIL 001                                                                 5,866.85

C10150     000      900      008        8056                                     118.45
OBJ-DETAIL 008                                                                   118.45

C10150     000      900      030        8056                                     399.84
OBJ-DETAIL 030                                                                   399.84

C10150     000      900      032        8056                                     248.07

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                              JOB COST SUMMARY RUN ON  12-21-87
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 12/18/87

                                         CREW    MSA           CURRENT          BALANCE TO
    SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH               DATE
    ------ -------- ---------- ------ -----         -------          ----------
0    000               136         0500                                             7.12
ETAIL 136                                                                           7.12

0    000               146         8056                                           218.93
ETAIL 146                                                                         218.93

0    000               150         8056                                             3.10
ETAIL 150                                                                           3.10

0    000               199         0530                                             9.34
ETAIL 199                                                                           9.34

0    000               550         8056                                           363.80
0    000               550         8215                                            52.80
ETAIL 550                                                                         416.60

0    000               555         0521                                            22.41
0    000               555         0531                                             2.37
ETAIL 555                                                                          24.78

ITY                                                                               679.87 SUBTOTAL

0    000      010      001         0813                                           610.24
0    000      010      001         0814                                            38.94
0    000      010      001         0821                                            40.69
ETAIL 001                                                                         689.87

ITY   010                                                                         689.87 SUBTOTAL

0    000      900      001         5000                                            84.63
0    000      900      001         5011                                           146.04
0    000      900      001         8030                                            73.02
0    000      900      001         8036                                           312.72
0    000      900      001         8045                                           132.30
0    000      900      001         8056                                         5,118.14
ETAIL 001                                                                       5,866.85

0    000      900      008         8056                                           118.45
ETAIL 008                                                                         118.45

0    000      900      030         8056                                           399.84
ETAIL 030                                                                         399.84

0    000      900      032         8056                                           248.07

NDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      4

                              JOB COST SUMMARY RUN ON  12-21-87
                           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 12/18/87

                                                CREW   MSA          CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH              DATE
--         ------ -------- ---------- ------ -----          -------          ----------
OBJ-DETAIL 032                                                                    248.07

C10150    000     900       150        8056                                         8.43
OBJ-DETAIL 150                                                                      8.43

C10150    000     900       548        8036                                        30.40
C10150    000     900       548        8056                                        60.00
OBJ-DETAIL 548                                                                     90.40

C10150    000     900       550        5011                                        28.00
C10150    000     900       550        8056                                       174.00
C10150    000     900       550        8215                                         6.60
OBJ-DETAIL 550                                                                    208.60

C10150    000     900       574        8056                                        24.00
OBJ-DETAIL 574                                                                     24.00

ACTIVITY   900                                                                  6,964.64 S

C10150    000     901       001        7450
OBJ-DETAIL 001

C10150    000     901       267        7000                                        50.00
OBJ-DETAIL 267                                                                     50.00

C10150    000     901       504        7450                                         5.00
OBJ-DETAIL 504                                                                      5.00

ACTIVITY   901                                                                     55.00 S

C10150    000     903       030        0521
OBJ-DETAIL 030

C10150    000     903       106        5011
OBJ-DETAIL 106

C10150    000     903       550        5011
OBJ-DETAIL 550

ACTIVITY   903                                                                           S

C10150    000     914       001        7700                                        17.68
OBJ-DETAIL 001                                                                     17.68


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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             JOB COST SUMMARY RUN ON  12-21-87
         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                PAYROLL CHARGES ARE LOADED
              CHARGES ARE CURRENT TO 12/18/87

                                  CREW   MSA          CURRENT       BALANCE TO
BJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
---- -------- ---------- ------ -----          -------       ----------
 032                                                                248.07

00     900       150        8056                                      8.43
 150                                                                  8.43

00     900       548        8036                                     30.40
00     900       548        8056                                     60.00
 548                                                                 90.40

00     900       550        5011                                     28.00
00     900       550        8056                                    174.00
00     900       550        8215                                      6.60
 550                                                                208.60

00     900       574        8056                                     24.00
 574                                                                 24.00

 900                                                              6,964.64 SUBTOTAL

00     901       001        7450
 001

00     901       267        7000                                     50.00
 267                                                                 50.00

00     901       504        7450                                      5.00
 504                                                                  5.00

 901                                                                 55.00 SUBTOTAL

00     903       030        0521
 030

00     903       106        5011
 106

00     903       550        5011
 550

 903                                                                       SUBTOTAL

00     914       001        7700                                     17.68
 001                                                                 17.68


TES PRIOR TO JULY 1, 1985 EXPENDITURES
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                                   JOB COST SUMMARY RUN ON  12-21-87
                              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                   PAYROLL CHARGES ARE LOADED
                                  CHARGES ARE CURRENT TO 12/18/87

                                               CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH             DATE
--        ------ -------- ---------- ------ -----        -------         ----------
ACTIVITY   914
                                                                           17.68 S

C10150    000     920       001       0612
                                                                           18.53
OBJ-DETAIL 001                                                             18.53

ACTIVITY   920
                                                                           18.53 S

C10150    000     921       504       7200                                 79.95
OBJ-DETAIL 504                                                             79.95

ACTIVITY   921
                                                                           79.95 S

C10150    000     940       001       8007                                 18.26
C10150    000     940       001       8213                                 25.14
C10150    000     940       001       8214                              1,168.39
OBJ-DETAIL 001                                                          1,211.79

C10150    000     940       551       8052                                456.00
C10150    000     940       551       8056                              1,200.00
C10150    000     940       551       8200                                117.00
C10150    000     940       551       8213                                 16.00
C10150    000     940       551       8214                                366.00
C10150    000     940       551       8215                                 71.00
OBJ-DETAIL 551                                                          2,226.00

ACTIVITY   940
                                                                        3,437.79 S

C10150    000     964       001       7700                                 10.55
OBJ-DETAIL 001                                                             10.55

ACTIVITY   964
                                                                           10.55 S

SUB-JOB    000 SUBTOTAL
                                                                       11,953.88

C10150    001               349       8056                                 82.37
OBJ-DETAIL 349                                                             82.37

ACTIVITY
                                                                           82.37 S
SUB-JOB    001 SUBTOTAL
                                                                           82.37

C10150    010     900       151       8056                                   .38
OBJ-DETAIL 151                                                               .38


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                 JOB COST SUMMARY RUN ON  12-21-87
          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 12/18/87

                                 CREW    MSA              CURRENT          BALANCE TO
CTIVITY OBJ-DETAIL NUMBER FIELD             MONTH              DATE
------- ---------- ------ -----           --------         ----------
                                                                    17.68 SUBTOTAL

20         001           0612                                       18.53
                                                                    18.53

                                                                    18.53 SUBTOTAL

21         504           7200                                       79.95
                                                                    79.95

                                                                    79.95 SUBTOTAL

40         001           8007                                       18.26
40         001           8213                                       25.14
40         001           8214                                    1,168.39
                                                                 1,211.79

40         551           8052                                      456.00
40         551           8056                                    1,200.00
40         551           8200                                      117.00
40         551           8213                                       16.00
40         551           8214                                      366.00
40         551           8215                                       71.00
                                                                 2,226.00

                                                                 3,437.79 SUBTOTAL

64         001           7700                                       10.55
                                                                    10.55

                                                                    10.55 SUBTOTAL

UBTOTAL                                                         11,953.88

           349           8056                                       82.37
                                                                    82.37

                                                                    82.37 SUBTOTAL

UBTOTAL                                                             82.37

900        151           8056                                         .38
                                                                      .38

RIOR TO JULY 1, 1985 EXPENDITURES
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                                   JOB COST SUMMARY RUN ON  12-21-87
                                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                     PAYROLL CHARGES ARE LOADED
                                    CHARGES ARE CURRENT TO 12/18/87

                                                    CREW   MSA            CURRENT       BALANCE TO
EA             SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD             MONTH           DATE
--             ------ -------- ---------- ------ -----            -------       ----------
ACTIVITY   900                                                                          .38 SU

C10150   010     903        001          0521
OBJ-DETAIL 001

ACTIVITY   903                                                                              SU

SUB-JOB    010 SUBTOTAL                                                                 .38

C10150   011                199          0530                                         12.38
C10150   011                199          8056                                         33.45
OBJ-DETAIL 199                                                                        45.83

C10150   011                300          8056                                    117,042.88
OBJ-DETAIL 300                                                                   117,042.88

ACTIVITY                                                                         117,088.71 SU

SUB-JOB    011 SUBTOTAL                                                          117,088.71

EA         C10150 TOTAL                                                          129,125.34



*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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       JOB COST SUMMARY RUN ON  12-21-87
   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
           PAYROLL CHARGES ARE LOADED
        CHARGES ARE CURRENT TO 12/18/87

                    CREW   MSA        CURRENT      BALANCE TO
CTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
------- ---------- ------ -----       -------      ----------
                                                          .38 SUBTOTAL

03      001        0521


                                                              SUBTOTAL

BTOTAL                                                    .38

        199        0530                                 12.38
        199        8056                                 33.45
                                                        45.83

        300        8056                            117,042.88
                                                   117,042.88

                                                   117,088.71 SUBTOTAL

BTOTAL                                             117,088.71

 TOTAL                                             129,125.34


IOR TO JULY 1, 1985 EXPENDITURES
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10,150

5

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STAT UCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 10/19/84
TO 10/15/85

FEDERAL AID PROJECT NO. BROS-100(9)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
13,593.00	13,244.08	80%	10,595.26	10,595.26	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	10/22/86	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PINE CREEK (CROW LANE) BRIDGE BAKER COUNTY ROAD					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$13,244.08	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$13,244.08**	
	Non Participating Project Cost					
	State	All Required			$ 348.92	
	TOTAL PROJECT COST				**$13,593.00**	
	... Prepared based on Participating Cost as shown on the Federal Billing as of 10/16/86.					
	AMOUNT CARRIED FORWARD					

```
                    JOB COST SUMMARY RUN ON  12-22-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 12/18/87

                                    CREW        CURRENT       BALANCE TO
EA       ACTIVITY  OBJ-DETAIL      NUMBER        MONTH           DATE
--       --------  ----------      ------       -------       ----------
ACTIVITY   920
                                                                              60.64 SUBTOTAL

C2011991 921       001             7200                            81.96
C2011991 921       136             0500                           348.18
C2011991 921       501             0100                            17.00
C2011991 921       501             7200                            77.00
C2011991 921       504             0100                             5.50
C2011991 921       504             7200                            42.50
ACTIVITY   921
                                                                             572.14 SUBTOTAL   Free Spec's

C2011991 923       001             7450
C2011991 923       001             7530                            81.96
ACTIVITY   923
                                                                              81.96 SUBTOTAL

C2011991 927       001             7430                            17.68
C2011991 927       001             7450                           990.01
C2011991 927       008             7450                           114.00
ACTIVITY   927
                                                                           1,121.69 SUBTOTAL   Free Bridge       $ 1699.09

C2011991 929       001             7200                           858.19
ACTIVITY   929
                                                                             858.19 SUBTOTAL   Free Spec's       $ 1430.33

C2011991 964       001             7000                            36.74
C2011991 964       001             7700                           -10.55
C2011991 964       504             0100                            23.40
ACTIVITY   964
                                                                              49.59 SUBTOTAL

EA         C2011991 TOTAL                                                  13,593.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     3

                     JOB COST SUMMARY RUN ON  12-22-87
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 12/18/87

                                     CREW        CURRENT      BALANCE TO
EA           ACTIVITY OBJ-DETAIL NUMBER      MONTH           DATE
--           -------- ---------- ------      -------      ----------
C2011991                         0100                       9,255.16 ***
C2011991              194        7400                          41.61
C2011991              194        7440                           4.91
C2011991              199        7400
C2011991              199        7440
C2011991              504        0100                          96.88
C2011991              504        7450                           9.00
C2011991              560        7430                            .45
ACTIVITY                                                               9,408.01 SUBTOTAL       55.97 FREE BR,

C2011991 900          150        8056
ACTIVITY   900                                                                  SUBTOTAL

C2011991 903          001        0521
C2011991 903          001        7420                         212.67
C2011991 903          001        7430                         230.31
C2011991 903          001        7450                          50.66
C2011991 903          030        0521
C2011991 903          032        7420                          27.79
C2011991 903          106        5011
C2011991 903          550        5011
ACTIVITY   903                                                           521.43 SUBTOTAL   FREE BR.

C2011991 905          001        7000                          24.94
C2011991 905          001        7300                          31.72
C2011991 905          001        7350                         177.92
C2011991 905          001        7360                         152.16
C2011991 905          001        7361                          11.99
C2011991 905          001        7363                          35.36
C2011991 905          001        7364                         256.47
C2011991 905          130        7300                           4.50
C2011991 905          504        0100                           1.80
ACTIVITY   905                                                           696.86 SUBTOTAL

C2011991 907          001        7331                         149.83
ACTIVITY   907                                                           149.83 SUBTOTAL

C2011991 911          001        7612                          55.77
ACTIVITY   911                                                            55.77 SUBTOTAL

C2011991 914          001        7700                          16.89
ACTIVITY   914                                                            16.89 SUBTOTAL

C2011991 920          001        0631                          60.64

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JUNE 1985         PAGE  924
                                                                             FISCAL          GRAND TOTAL
   DESCRIPTION                   PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                            201   1976     901     00 P 1                        7.74          7,297.26
                            201   1976     901     00 N 1                                         33.60
                            201   1976     905     00 P 1                       46.66          1,844.92
                            201   1976     906     00 P 1                                          6.30
                            201   1976     918     00 P 1                                          5.01
                            201   1976     920     00 P 1                                         93.35
                            201   1976     921     00 P 1                                        123.14
                            201   1976     922     00 P 1                                         66.14
                            201   1976     923     00 P 1                                        143.66
                            201   1976     926     00 P 1                                      4,287.93
                            201   1976     926     00 N 1                                         10.68
                            201   1976     927     00 P 1                                        601.24
                            201   1976     929     00 P 1                                        546.61
                            201   1976     932     00 P 1                                         24.16
                            201   1976     933     00 P 1                                         84.09
                            201   1976     937     00 P 1                                      1,938.63
                                           TOT     P1                           54.40         17,062.44
                                           TOT     N1                                             44.28
                                       ** JOB TOTALS **             **          54.40  **     17,106.72  **

  PINE CR (CROW LANE) BR     CONT NO      FA PROJ NOS BROS0100009 100                                      STATE
                            201   1991     296     00 N 9       631.29CR      6,124.13CR      6,124.13CR
                            201   1991     298     00 N 9       631.29        6,124.13        6,124.13
                            201   1991     901     00 P 1         8.67CR      4,057.22        4,057.22
                            201   1991     901     00 N 1                         6.17            6.17
                            201   1991     905     00 P 1       902.67        1,126.77        1,126.77
                            201   1991     906     00 P 1                         8.10            8.10
                            201   1991     914     00 P 1          .62CR        138.69          138.69
                            201   1991     918     00 P 1         2.32CR        519.89          519.89
                            201   1991     922     00 P 1        24.67           24.67           24.67
                            201   1991     926     00 P 1         2.14        2,037.24        2,037.24
                            201   1991     926     00 N 1          .54CR        120.40          120.40
                            201   1991     927     00 P 1       513.75          571.30          571.30 = 74.12
                            201   1991     933     00 P 1          .35CR         77.95           77.95
                            201   1991     937     00 P 1        42.16          566.76          566.76
                                           TOT     P1         1,473.43        9,128.59        9,128.59
                                           TOT     N1              .54CR        126.57          126.57
                                       ** JOB TOTALS **       1,472.89  **    9,255.16  **    9,255.16  **

  POWDER R(W DREDGE LP)BR    CONT NO      FA PROJ NOS BROS0100010 100                                      STATE
                            201   1995     296     00 N 9     1,251.19CR      1,251.19CR      1,251.19CR
                            201   1995     298     00 N 9     1,251.19        1,251.19        1,251.19
                            201   1995     901     00 P 1     1,177.87        1,177.87        1,177.87
                            201   1995     905     00 P 1       743.51          743.51          743.51
                            201   1995     906     00 P 1       203.98CR        187.46          187.46
                            201   1995     918     00 P 1         6.10          445.07          445.07
                            201   1995     922     00 P 1        24.67           24.67           24.67
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 11/12/86 22:34

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-0100-008									
F01481									
AGREEMENT TOTALS	133,304.67	106,602.77	133,253.46	80.00	111,583.00	106,602.77	.00		.00
FED PROJ TOTALS	133,304.67	106,602.77	133,253.46		111,583.00	106,602.77	.00		.00
FEDERAL PROJECT: BROS-0100-009									
F01489									
C2011991-000	4,089.37	653.10	4,089.37						
C2011991-001	222.35	.00	.00						
C2011991-010	126.57	.00	.00						
C2011991-011	9,154.71	9,470.14	9,154.71						
AGREEMENT TOTALS	13,593.00	10,123.24	13,244.08	80.00	10,595.26	10,595.26	.00		472.02
FED PROJ TOTALS	13,593.00	10,123.24	13,244.08		10,595.26	10,595.26	.00		472.02
FEDERAL PROJECT: BROS-0100-010									
F01490									
C2011995-000	10,278.70	4,292.89	10,278.70						
C2011995-001	807.45	.00	.00						
C2011995-011	5,189.60	8,081.75	5,189.60						
AGREEMENT TOTALS	16,275.75	12,374.64	15,468.30	80.00	12,374.64	12,374.64	.00		.00
FED PROJ TOTALS	16,275.75	12,374.64	15,468.30		12,374.64	12,374.64	.00		.00
FEDERAL PROJECT: BROS-0100-011									
F03747									
C2011996-000	13,970.36	11,176.29	13,970.36						
C2011996-001	88.07	.00	.00						
AGREEMENT TOTALS	14,058.43	11,176.29	13,970.36	80.00	1,208,000.00	11,176.29	.00		.00
FED PROJ TOTALS	14,058.43	11,176.29	13,970.36		1,208,000.00	11,176.29	.00		.00
FEDERAL PROJECT: BROS-0100-012									
F03874									
C10151 -000	9,506.72	6,845.94	9,506.72						

```
11/28/86                                              JOB COST SUMMARY
                                           EA/S JOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                 PAYROLL CHARGES ARE LOADED

                                                            CREW        MSA          C
          EA        SUBJOB    ACTIVITY    OBJ-DETAIL       NUMBER      FIELD

       C2011991      000                     194            7400
       C2011991      000                     194            7400

       C2011991      000                     194            7440
       C2011991      000                     194            7440

       C2011991      000                     194

       C2011991      000                     199            7400
       C2011991      000                     199            7400

       C2011991      000                     199            7440
       C2011991      000                     199            7440

       C2011991      000                     199

       C2011991      000                     504            0100
       C2011991      000                     504            0100

       C2011991      000                     504            7450
       C2011991      000                     504            7450

       C2011991      000                     504

       C2011991      000                     560            7430
       C2011991      000                     560            7430

       C2011991      000                     560

       C2011991      000

       C2011991      000        900          150            8056
       C2011991      000        900          150            8056

       C2011991      000        900          150

       C2011991      000        900

       C2011991      000        903          001            7420
       C2011991      000        903          001            7420

       C2011991      000        903          001            7430
       C2011991      000        903          001            7430

       C2011991      000        903          001            7450
       C2011991      000        903          001            7450

       C2011991      000        903          001
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          JOB COST SUMMARY
A/S  JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
     PAYROLL CHARGES ARE LOADED

         CREW       MSA            CURRENT                 CURRENT
ETAIL    NUMBER     FIELD           MONTH                  BALANCE

         7400                                .00                15.49
         7400                                .00                15.49

         7440                                .00                 4.91
         7440                                .00                 4.91

                                             .00                20.40

         7400                                .00                  .00
         7400                                .00                  .00

         7440                                .00                  .00
         7440                                .00                  .00

                                             .00                  .00

         0100                                .00                96.88
         0100                                .00                96.88

         7450                                .00                 9.00
         7450                                .00                 9.00

                                             .00               105.88

         7430                                .00                  .45
         7430                                .00                  .45

                                             .00                  .45

                                             .00               126.73

         8056                                .00                  .00
         8056                                .00                  .00

                                             .00                  .00

                                             .00                  .00

         7420                                .00                64.44
         7420                                .00                64.44

         7430                                .00               230.31
         7430                                .00               230.31

         7450                                .00                50.66
         7450                                .00                50.66

                                             .00               345.41
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11/28/86                                                    JOB COST SUMMARY
                                            EA/   JOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                 PAYROLL CHARGES ARE LOADED

                                                               CREW        MSA
         EA          SUBJOB    ACTIVITY    OBJ-DETAIL         NUMBER      FIELD

      C2011991        000         903         032              7420
      C2011991        000         903         032              7420

      C2011991        000         903         032

      C2011991        000         903

      C2011991        000         905         001              7000
      C2011991        000         905         001              7000

      C2011991        000         905         001              7300
      C2011991        000         905         001              7300

      C2011991        000         905         001              7350
      C2011991        000         905         001              7350

      C2011991        000         905         001              7360
      C2011991        000         905         001              7360

      C2011991        000         905         001              7361
      C2011991        000         905         001              7361

      C2011991        000         905         001              7363
      C2011991        000         905         001              7363

      C2011991        000         905         001              7364
      C2011991        000         905         001              7364

      C2011991        000         905         001

      C2011991        000         905         130              7300
      C2011991        000         905         130              7300

      C2011991        000         905         130

      C2011991        000         905         504              0100
      C2011991        000         905         504              0100

      C2011991        000         905         504

      C2011991        000         905

      C2011991        000         907         001              7331
      C2011991        000         907         001              7331

      C2011991        000         907         001

      C2011991        000         907
```

JOB COST SUMMARY
EA/[illegible]JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	7420		.00	27.79
	7420		.00	27.79
			.00	27.79
			.00	373.20
	7000		.00	24.94
	7000		.00	24.94
	7300		.00	31.72
	7300		.00	31.72
	7350		.00	177.92
	7350		.00	177.92
	7360		.00	152.16
	7360		.00	152.16
	7361		.00	11.99
	7361		.00	11.99
	7363		.00	35.36
	7363		.00	35.36
	7364		.00	256.47
	7364		.00	256.47
			.00	690.56
	7300		.00	4.50
	7300		.00	4.50
			.00	4.50
	0100		.00	1.80
	0100		.00	1.80
			.00	1.80
			.00	696.86
	7331		.00	149.83
	7331		.00	149.83
			.00	149.83
			.00	149.83

11/28/86

JOB COST SUMMARY
EA [illegible] JOB/ACTIVITY/OBJ-DETAIL CREW
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C2011991	000	911	001	7612	
C2011991	000	911	001	7612	
C2011991	000	911	001		
C2011991	000	911			
C2011991	000	914	001	7700	
C2011991	000	914	001	7700	
C2011991	000	914	001		
C2011991	000	914			
C2011991	000	920	001	0631	
C2011991	000	920	001	0631	
C2011991	000	920	001		
C2011991	000	920			
C2011991	000	921	001	7200	
C2011991	000	921	001	7200	
C2011991	000	921	001		
C2011991	000	921	136	0500	
C2011991	000	921	136	0500	
C2011991	000	921	136		
C2011991	000	921	501	0100	
C2011991	000	921	501	0100	
C2011991	000	921	501	7200	
C2011991	000	921	501	7200	
C2011991	000	921	501		
C2011991	000	921	504	0100	
C2011991	000	921	504	0100	
C2011991	000	921	504	7200	
C2011991	000	921	504	7200	
C2011991	000	921	504		
C2011991	000	921			

```
        JOB COST SUMMARY
   JOB/ACTIVITY/OBJ-DETAIL CREW UMBER
     PAYROLL CHARGES ARE LOADED

        CREW       MSA              CURRENT                     CURRENT
TAIL   NUMBER     FIELD              MONTH                      BALANCE

        7612                                  .00                         55.77
        7612                                  .00                         55.77

                                              .00                         55.77

                                              .00                         55.77

        7700                                  .00                         16.89
        7700                                  .00                         16.89

                                              .00                         16.89

                                              .00                         16.89

        0631                                  .00                         60.64
        0631                                  .00                         60.64

                                              .00                         60.64

                                              .00                         60.64

        7200                                  .00                         81.96
        7200                                  .00                         81.96

                                              .00                         81.96

        0500                                  .00                        348.18
        0500                                  .00                        348.18

                                              .00                        348.18

        0100                                  .00                         17.00
        0100                                  .00                         17.00

        7200                                  .00                         77.00
        7200                                  .00                         77.00

                                              .00                         94.00

        0100                                  .00                          5.50
        0100                                  .00                          5.50

        7200                                  .00                         42.50
        7200                                  .00                         42.50

                                              .00                         48.00

                                              .00                        572.14
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11/28/86                                               JOB COST SUMMARY
                                            EA/  BJOB/ACTIVITY/OBJ-DETAIL CREW-NU
                                                   PAYROLL CHARGES ARE LOADED

                                                                   CREW        MSA
               EA        SUBJOB    ACTIVITY    OBJ-DETAIL         NUMBER      FIELD

           C2011991       000         923          001             7450
           C2011991       000         923          001             7450

           C2011991       000         923          001             7530
           C2011991       000         923          001             7530

           C2011991       000         923          001

           C2011991       000         923

           C2011991       000         927          001             7430
           C2011991       000         927          001             7430

           C2011991       000         927          001             7450
           C2011991       000         927          001             7450

           C2011991       000         927          001

           C2011991       000         927          008             7450
           C2011991       000         927          008             7450

           C2011991       000         927          008

           C2011991       000         927

           C2011991       000         929          001             7200
           C2011991       000         929          001             7200

           C2011991       000         929          001

           C2011991       000         929

           C2011991       000         964          001             7000
           C2011991       000         964          001             7000

           C2011991       000         964          001             7700
           C2011991       000         964          001             7700

           C2011991       000         964          001

           C2011991       000         964          504             0100
           C2011991       000         964          504             0100

           C2011991       000         964          504

           C2011991       000         964

           C2011991       000
```

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            JOB COST SUMMARY                                                          PAGE        4
A/   3JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
      PAYROLL CHARGES ARE LOADED

          CREW        MSA                CURRENT                     CURRENT
TAIL      NUMBER      FIELD              MONTH                       BALANCE

          7450                                       .00                          .00
          7450                                       .00                          .00

          7530                                       .00                        81.96
          7530                                       .00                        81.96

                                                     .00                        81.96

                                                     .00                        81.96

          7430                                       .00                        17.68
          7430                                       .00                        17.68

          7450                                       .00                       915.89
          7450                                       .00                       915.89

                                                     .00                       933.57

          7450                                       .00                       114.00
          7450                                       .00                       114.00

                                                     .00                       114.00

                                                     .00                     1,047.57

          7200                                       .00                       858.19
          7200                                       .00                       858.19

                                                     .00                       858.19

                                                     .00                       858.19

          7000                                       .00                        36.74
          7000                                       .00                        36.74

          7700                                       .00                        10.55-
          7700                                       .00                        10.55-

                                                     .00                        26.19

          0100                                       .00                        23.40
          0100                                       .00                        23.40

                                                     .00                        23.40

                                                     .00                        49.59

                                                     .00                     4,089.37
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11/28/86                                                              JOB COST SUMMARY
                                                        EA/ [illegible]JOB/ACTIVITY/OBJ-DETAIL CREW
                                                                PAYROLL CHARGES ARE LOADED

                                                                   CREW          MSA
          EA        SUBJOB    ACTIVITY    OBJ-DETAIL    NUMBER        FIELD

       C2011991      001        903          001          7420
       C2011991      001        903          001          7420

       C2011991      001        903          001

       C2011991      001        903

       C2011991      001        927          001          7450
       C2011991      001        927          001          7450

       C2011991      001        927          001

       C2011991      001        927

       C2011991      001

       C2011991      011                     194          7400
       C2011991      011                     194          7400

       C2011991      011                     194

       C2011991      011                     199          7400
       C2011991      011                     199          7400

       C2011991      011                     199

       C2011991      011

       C2011991      011        903          001          0521
       C2011991      011        903          001          0521

       C2011991      011        903          001

       C2011991      011        903          030          0521
       C2011991      011        903          030          0521

       C2011991      011        903          030

       C2011991      011        903          106          5011
       C2011991      011        903          106          5011

       C2011991      011        903          106

       C2011991      011        903          550          5011
       C2011991      011        903          550          5011

       C2011991      011        903          550

       C2011991      011        903
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      JOB COST SUMMARY                                                    PAGE      5
A.  BJOB/ACTIVITY/OBJ-DETAIL CREW  UMBER
     PAYROLL CHARGES ARE LOADED

         CREW        MSA                CURRENT                    CURRENT
ETAIL   NUMBER      FIELD               MONTH                      BALANCE

         7420                                        .00                 148.23
         7420                                        .00                 148.23

                                                     .00                 148.23

                                                     .00                 148.23

         7450                                        .00                  74.12
         7450                                        .00                  74.12

                                                     .00                  74.12

                                                     .00                  74.12

                                                     .00                 222.35

         7400                                        .00                  26.12
         7400                                        .00                  26.12

                                                     .00                  26.12

         7400                                        .00                    .00
         7400                                        .00                    .00

                                                     .00                    .00

                                                     .00                  26.12

         0521                                        .00                 175.92-
         0521                                        .00                 175.92-

                                                     .00                 175.92-

         0521                                        .00                  24.73-
         0521                                        .00                  24.73-

                                                     .00                  24.73-

         5011                                        .00                  69.38-
         5011                                        .00                  69.38-

                                                     .00                  69.38-

         5011                                        .00                 320.00-
         5011                                        .00                 320.00-

                                                     .00                 320.00-

                                                     .00                 590.03-
```

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11/28/86                                                              JOB COST SUMMARY
                                                            EA/ BJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                                  PAYROLL CHARGES ARE LOADED

                                                              CREW          MSA
           EA         SUBJOB     ACTIVITY    OBJ-DETAIL      NUMBER        FIELD         C

       C2011991        011

       C2011991
```

JOB COST SUMMARY
A/ BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

ETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
			.00	563.91-
			.00	3,747.81

10,150

December 4, 1985

CON 5 - 10,150

R & R K Wasco Inc.
121 West Tenth
The Dalles, OR 97058

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,150 for work on the Pine Creek Bridge Section of Crow Lane in Baker County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Contractor's Bonding and
  Insurance Co.
  901 S. E. Oak, Suite 208
  P. O. Box 12053
  Portland, OR 97212

  Contractor's Bonding and
  Insurance Co.
  1213 Valley Street
  Seattle, WA 98109

bc: C. O. Fredrickson
  Walt Hart
  Bruce Walton
  Janice Peterson
  Robert Hector
  Joe Schlieski

11/8/85

Commission Services
Room 121
State Transportation Bldg.
Salem OR 97310

I regard to Pine Creek (Crow Lane) Bridge. The DBE for thes project will be Juenlo Corp., 2646 S.E. 73rd, Portland OR 97206.

The bid items and amounts are as follows:

10.	Guard Rail	2A	150 ft	@	15.00	$2250.00
11.	" "	3	100"	@	23.00	2300.00
23.	Bridge Rail		138"	@	37.00	5106.00
					Total	$9656.00

Thank you.

R+R K Wasco Inc
by Rich Kneustaedt, Pres.

cc Thomas Jones

RECEIVED

TO BE COMPLETED BY FHWA

11-108

US Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE: Oregon

COUNTY: Baker

PROJECT NO.: BROS-0100(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pine Creek (Crow Lane) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10/16/85	0.133
OTHER *(Specify)*		

FUNDS: Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 139,424.00	$ 111,538.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator: NOV 26 1985

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   NOVEMBER 21, 1985

FEDERAL AID PROJECT NO. BROS-0100(13)

Pine Creek (Crow Lane) Bridge Section
County Road
Baker County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Pine Creek Br. (No. 16757)(Sta. 10+00 to Sta. 10+61)

Mobilization	Lump Sum	All	100%	$ 10,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	100%	500.00
Temporary Signs	Sq. Ft.	50	5.00	250.00
Temporary Barricades	Each	8	75.00	600.00
Bridge Removal Work	Lump Sum	All	100%	5,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	100%	500.00
Structure Excavation	Cu. Yd.	240	8.00	1,920.00
Structure Excavation Below Elevations Shown	Cu. Yd.	25	10.00	250.00
Special Wall Backfill	Cu. Yd.	130	15.00	1,950.00
Structural Concrete, Class 3300 (80 C.Y.)	Lump Sum	All	100%	20,000.00
Reinforcement (7,954 lb.)	Lump Sum	All	100%	4,512.00
4' x 60'/65' Prestressed Slabs	Each	7	5,200.00	36,400.00
Metal Rail with Tubing	Lin. Ft.	138	44.00	6,072.00
Guardrail, Type 2A	Lin. Ft.	150	20.00	3,000.00
Guardrail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guardrail Anchors, Type 1	Each	4	350.00	1,400.00
Rail End Pieces, Type C	Each	4	75.00	300.00
Loose Riprap, Class 100	Cu. Yd.	100	20.00	2,000.00
				$ 97,654.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring	All Required	$ 488.27
	Subtotal	98,142.27
	Engineering	13,249.73
	TOTAL	$ 111,392.00

TYPE CODE E000
Roadway (Sta. 7+00 to Sta. 10+00 and Sta. 10+61 to Sta. 14+00)

Embankment in Place	Cu. Yd.	825	6.00	4,950.00
Toe Trench Excavation	Cu. Yd.	50	10.00	500.00

Grid Rolled Aggregate Subbase, 14-inches thick	Sq. Yd.	2,450	3.00	7,350.00
Grid Roller	Hour	24	60.00	1,440.00
Aggregate Base, 4-inches thick	Sq. Yd.	2,100	3.50	7,350.00
				$ 21,590.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring	All Required	$ 107.95
Roadside Seeding and Mulching	All Required	1,000.00
Adjust Fence	All Required	2,000.00
		$ 3,107.95
	Subtotal	$ 24,697.95
	Engineering	3,334.05
	Total	$ 28,032.00

Length of Structure ------------ 0.012 miles
Length of Roadway -------------- 0.121 miles
Total Project Length ----------- 0.133 miles

Cost of Roadway Per Mile ------- $231,669.42

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$111,392.00	$ 89,113.00	$11,140.00	$11,139.00
Roadway	28,032.00	22,425.00	2,803.00	2,804.00
TOTAL	$139,424.00	$111,538.00	$13,943.00	$13,943.00

Group 010 = 0%; Group 011 = 100%
Contract No. C10150
Prefix: C2011991 (PE)
Prefix: C10150 F03873
Appn Code: 117

DDB:me

November 14, 1985

Baker County Court
Courthouse
Baker, OR 97814

PRO

Attn: Dick Traw
Baker County Roadmaster

SUBJECT: Pine Cr. (Crow Lane) Br.
Project # BROS-0100(3)
Baker County

On November 7, 1985 the State Highway Division received a satisfactory bid from R & RK Wasco Inc., 121 West 10th Street, The Dalles, OR 97058 on the subject project.

This project is a Highway Bridge Replacement (HBR) and per our Agreement No. [illegible] and our Local Government Agreement the County is requested to deposit the balance of their share of the construction cost as computed below:

Contractor's Bid	$119,244.00
Anticipated Items	3,596.00
SUBTOTAL	$122,840.00
Contingencies	5,527.80
Engineering (10%)	11,055.60
TOTAL CONSTRUCTION COST	$139,423.40
Less Federal Funds (80%)	(111,538.72)
Less State Share 1/2 Balance	(13,942.34)
County's 65% Advance Deposit	(9,016.00)
BALANCE DUE FROM COUNTY	$ 4,924.34
County's Remaining Balance Due & Advance Deposit	$ 4,900.00

We will award the contract when we receive Commission Approval and DBE/WBE goals are met. Please submit your supplemental deposit of $4,900 by November 29, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

ck
RECEIVED
11/25/85
MKS

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf
Attachments
bcc w/AD #85-134 - Roger Lang, Region 5
Vern Skoog-Please return completed AD #85-134 when advance deposit is received.
Gary A. Potter
Donald L. Trout

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-100(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50042

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 22 '85
REFER TO Potter
FOR
Info Immed R/D

7. DATE AUTHORIZATION EFFECTIVE October 16, 1985

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Pine Creek (Crow Ln) Bridge Section Br #01C826A27-00122

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 8-30-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $152,000; Federal Funds $121,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11-7-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 10/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 18, 1985

PRO

Baker County Court
Attn: Dick Traw, County Roadmaster
Courthouse
Baker, OR 97814

Subject: Powder River (W. Dredge Loop Rd.) Bridge
& Pine Creek (Crow Lane) Bridge
Baker County

On November 7, 1985 bids will be taken by the State Highway Division on the subject projects. These are Highway Bridge Replacement (HBR) projects and per our agreements 8432 and 8261 and our Local Government Agreement the County is requested to deposit 65% of their share of the estimated construction cost as computed below.

Powder River (W. Dredge Loop) - BROS-0100(12)

Est. Construction Cost $110,300

	STRUCTURE	ROADWORK
Estimated Cost Per Work Type	$ 98,500	$ 11,800
10% of Roadway Chargeable to Bridge	11,000	(11,000)
Less Federal Funds (80%)	(87,600)	
Less State Share 1/2 Balance	(11,000)	
County's Share	$ 10,900	$ 800

Pine Creek (Crow Lane) - BROS-0100(13)

Est. Construction Cost $137,900

	STRUCTURE	ROADWORK
Estimated Cost Per Work Type	$ 108,200	$ 29,700
10% of Roadway Chargeable to Bridge	13,800	(13,800)
Less Federal Funds (80%)	(97,600)	
Less State Share 1/2 Balance	(12,200)	
County's Share	$ 12,200	$ 15,900

Total County Share For Both Projects	$ ~~39,800~~ 24,800
65% of County's Share and Advance Deposit	$ ~~25,900~~ 16 100

We will award the contracts when we receive your advance deposit in the amount of $25,900 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Attachments
bcc: w/AD #85-120 Roger Lang - Region 5
#85-121
Vern Skoog - Please return completed AD No's. 85-120 and 85-121 when advance deposits are received.
Gary Potter
Don Trout

J

Section Pine Creek (Crow Lane) Bridge
Programming Estimate $ 155,000^{00}
Highway County Road (Crow Lane)
Project Length 0.13 miles
County Baker
Completion Time 120 C.D. not later than 8/31/86
Kind of Work Grading & Structure
Est. Comp. Date —
Prefix C201-1991
Letting Date Nov. 21, 1985
Project No. BROS-0100(13)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . $ 117,943^{50}

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	1,000^{00}	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ______ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Right of Way Monumentation		
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	590^{00}	79%
Adjust Fence	2,000^{00}	
Adjust Utilities:		

Total Anticipated Items $ 3,590^{00}

Subtotal	$ 121,533^{50}
Contingencies (4-1/2%)	5,469^{00}
Engineering (8, [✓ 9], 10%)	10,938^{02}
Subtotal	$ 137,940^{52}
Credit for ______	—
Estimated Net Authorization, Construction	$ 137,940^{52}

APPROVED

______
Road Design Engineer

8/23/85
308 gfB

Rev. 7/85

~~SUMMAI~~ — ~~BID SCHEDULE~~ — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
PINE CREEK (CROW LANE) BRIDGE	LESHK 8-6291	BAKER	1 OF 2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
GRADING & STRUCTURE	02593	0.13 mi.	8/20/85	LESHK

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT: 8/21/85 MLW					
	~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~ BID LETTING 11/21/85					
	MOBILIZATION		LUMP SUM	ALL	LUMP SUM	$10,600^{00}$
	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC		LUMP SUM	ALL	LUMP SUM	700^{00}
	TEMPORARY SIGNS		SQ. FT.	50	8^{00}	400^{00}
	TEMPORARY BARRICADES		EACH	8	70^{00}	560^{00}
	ROADWORK					
	EMBANKMENT IN PLACE		CU. YD.	825	6^{50}	$5,362^{50}$
	TOE TRENCH EXCAVATION		CU. YD.	50	12-	600^{00}
	GRID ROLLED AGGREGATE SUBBASE, 14 INCHES THICK		SQ. YD.	1,800	3-	$5,400^{00}$
	GRID ROLLER		HOUR	24	55-	$1,320^{00}$
	AGGREGATE BASE, 4 INCHES THICK		SQ. YD.	2,100	2-	$4,200^{00}$
	GUARD RAIL, TYPE 2A		LIN. FT.	150	16-	$2,400^{00}$
	GUARD RAIL, TYPE 3		LIN. FT.	100	30-	$3,000^{00}$
	GUARD RAIL ANCHORS, TYPE 1		EACH	4	350-	$1,400^{00}$
	RAIL END PIECES, TYPE C		EACH	4	100-	400^{00}
	LOOSE RIPRAP, CLASS 100		CU. YD.	100	15-	$1,500^{00}$

~~SUMMAI~~ ~~BID SCHEDULE~~ COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
PINE CREEK (CROW LANE) BRIDGE		BAKER	2 OF 2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
GRADING & STRUCTURE	02593		8/20	LESHK

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	(912 S.F. @ $5.00) BRIDGE REMOVAL WORK		LUMP SUM	ALL	LUMP SUM	4,600.00
	SHORING, CRIBBING, ETC.		LUMP SUM	ALL	LUMP SUM	2,000.00
	STRUCTURE EXCAVATION		CU. YD.	293	11.00	3,223.00
	STRUCTURE EXCAVATION BELOW ELEVATIONS SHOWN		CU. YD.	30	11.00	330.00
	SPECIAL WALL BACKFILL		CU. YD.	130	13.00	1,690.00
	(80 C.Y. @ $225) STRUCTURAL CONCRETE, CLASS 3,300		LUMP SUM	ALL	LUMP SUM	18,000.00
	(7954 LB @ $0.41) REINFORCEMENT		LUMP SUM	ALL	LUMP SUM	3,300.00
	(248 S.F. @ $19 plus 350 miles @ $3.00) 4' x 60'/65' PRESTRESSED SLABS		EACH	7	5,900.00	41,300.00
	METAL RAIL WITH TUBING		LIN. FT.	138	41.00	5,658.00
				TOTAL STRUCTURE		80,101.00
						$117,943.50

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: July 23, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. WAKERLIG

From: For Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50042
Project No. BROS-0100(13)
Pine Creek (Crow Ln.) Bridge Sec.
County Road
Baker County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids on this project September 19, 1985.

DRH:bkb
Attachments
cc: R.D. Hector, Region 5
Mike Shultz, w/attach.
General Files

Form 734-3122

FEDERAL-AID PROGRAM DATA

STATE NAME	STATE CODE	APPN CODE	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	1 Projec POST MI.	ITEM NO.	PROJECT LOCATION
Oregon	41	117	BROS-	0100	(13)	--	50042	Co. Rd., Crow Lane @ Halfway

CHARACTER OF PROPOSED WORK Structure	CLASS OF FEDERAL FUNDS Bridge Replacement (15% Mandatory Off-System)
	NAME OF URBAN AREA

COUNTY NAME Baker				CODE 001	REGION 10	ADT	PRESENT 40 DHV 6	CONG. DIST. 2	4R PROJ. ---	DATE 7-23-85
ROUTE NO. Z	FEDERAL-AID Non	U | L	STATE Co. Rd.	U.S. -----					

WORK TYPE	TYPE OF IMPR.	SECTION KEY ID # 02593	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
Const. X080	(09)	"Pine Creek (Crow Ln.) Bridge Sec."	0.012	152,000	121,600	15,200	15,200
PREPARED BY DRH		PROJECT TOTALS	0.012	152,000	121,600	15,200	15,200

REMARKS

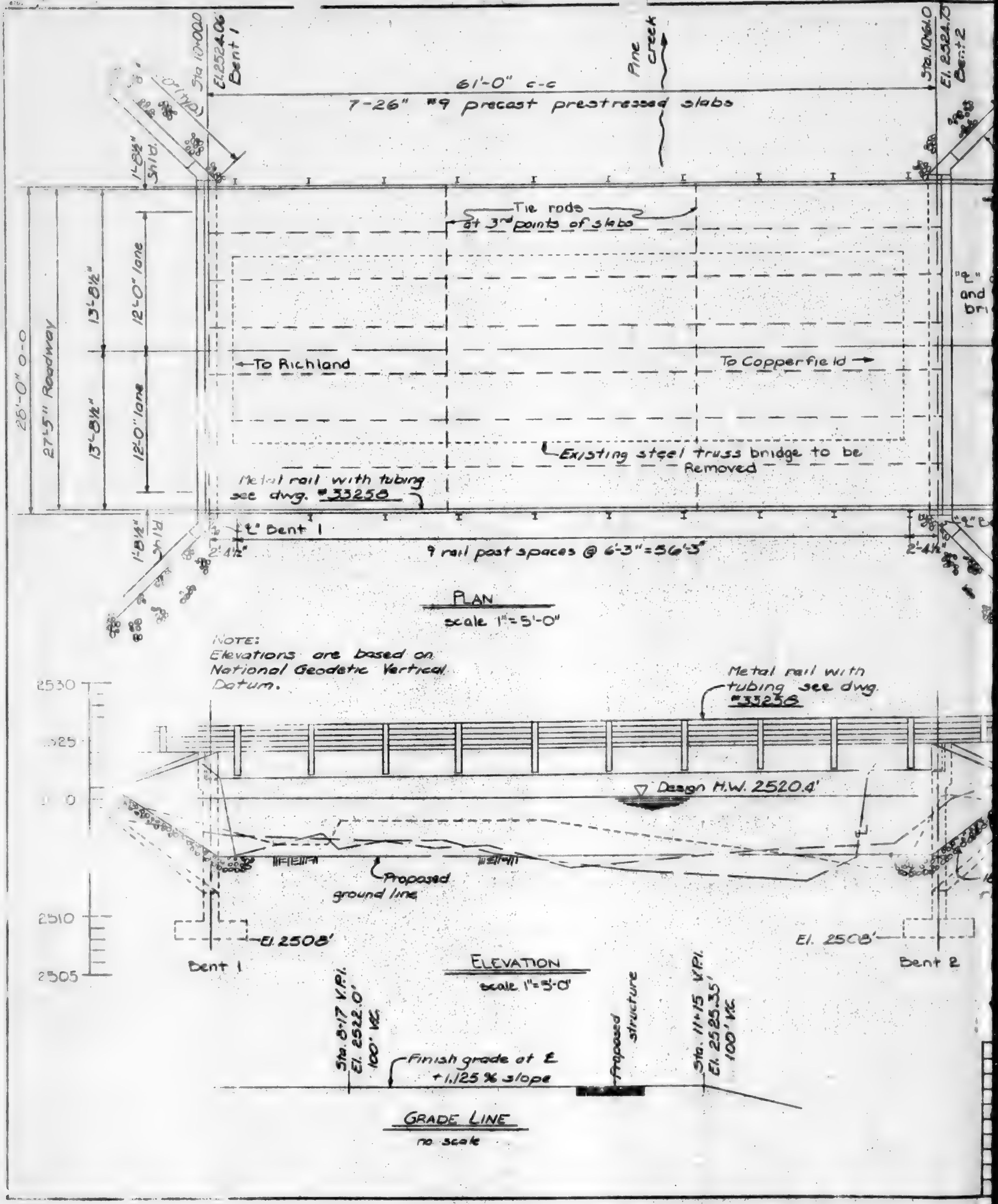
Additional Data: Item No. 50042; Project No. BROS-0100(9).

Project Data: Work under this project consists of: 1) construct on existing alignment one reinforced concrete prestressed slab span bridge (No. 16757) 61 ft. in length with roadway width 27 ft. 5 in.; 2) remove existing bridge; 3) construct approaches requiring grade, drain and aggregate surface to provide for two lanes of traffic on 28 ft. roadbed; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8261 complying with Section 116, Title 23, U.S.C. and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 12-2-84.

Note: 1) Included in the FY '85 Status Report.
2) Included in the approved bridge replacement inventory as bridge No. 01C826A27 with a sufficiency rating of 25.4.

7-17-85

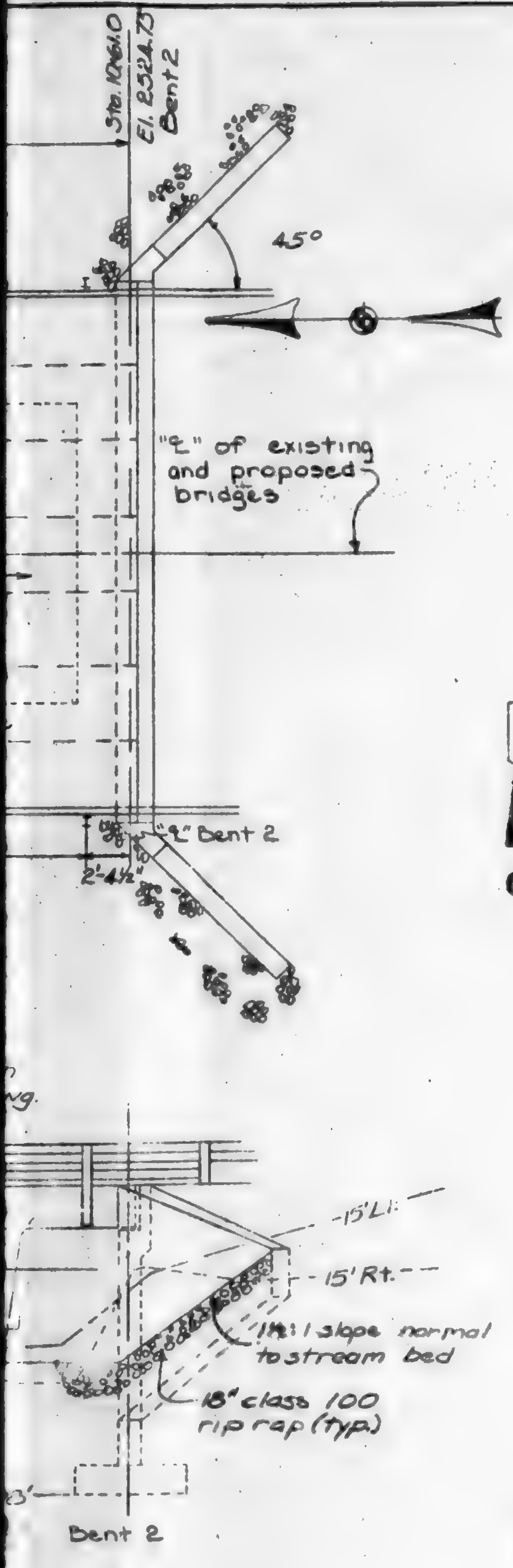

Sta. 10+00.0
El. 2524.06
Bent 1
Pine creek
Sta. 10+61.0
El. 2524.75
Bent 2
61'-0" c-c
7-26" #9 precast prestressed slabs
1'-8½" Shld.
Tie rods at 3rd points of slabs
28'-0" o-o
27'-5" Roadway
13'-8½"
13'-8½"
12'-0" lane
12'-0" lane
← To Richland
To Copperfield →
Existing steel truss bridge to be Removed
Metal rail with tubing see dwg. #33258
℄ Bent 1
2'-4½"
9 rail post spaces @ 6'-3" = 56'-3"
2'-4½"
1'-8½"
2530
2525
2520
2510
2505
Metal rail with tubing see dwg. #33258
Design H.W. 2520.4'
Proposed ground line
El. 2508'
El. 2508'
Bent 1
Bent 2
Sta. 8+17 V.P.I.
El. 2522.0'
100' V.C.
Finish grade at ℄ +1.125 % slope
Proposed structure
Sta. 11+15 V.P.I.
El. 2525.35'
100' V.C.

PLAN
scale 1"=5'-0"

NOTE:
Elevations are based on National Geodetic Vertical Datum.

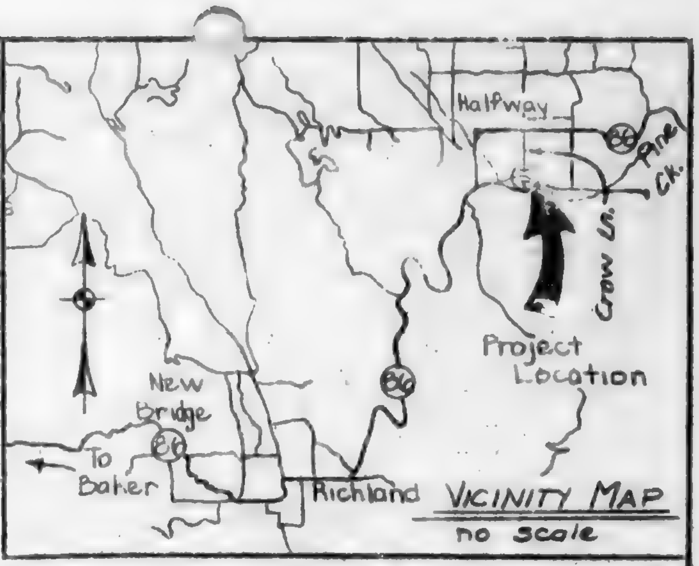
ELEVATION
scale 1"=5'-0"

GRADE LINE
no scale

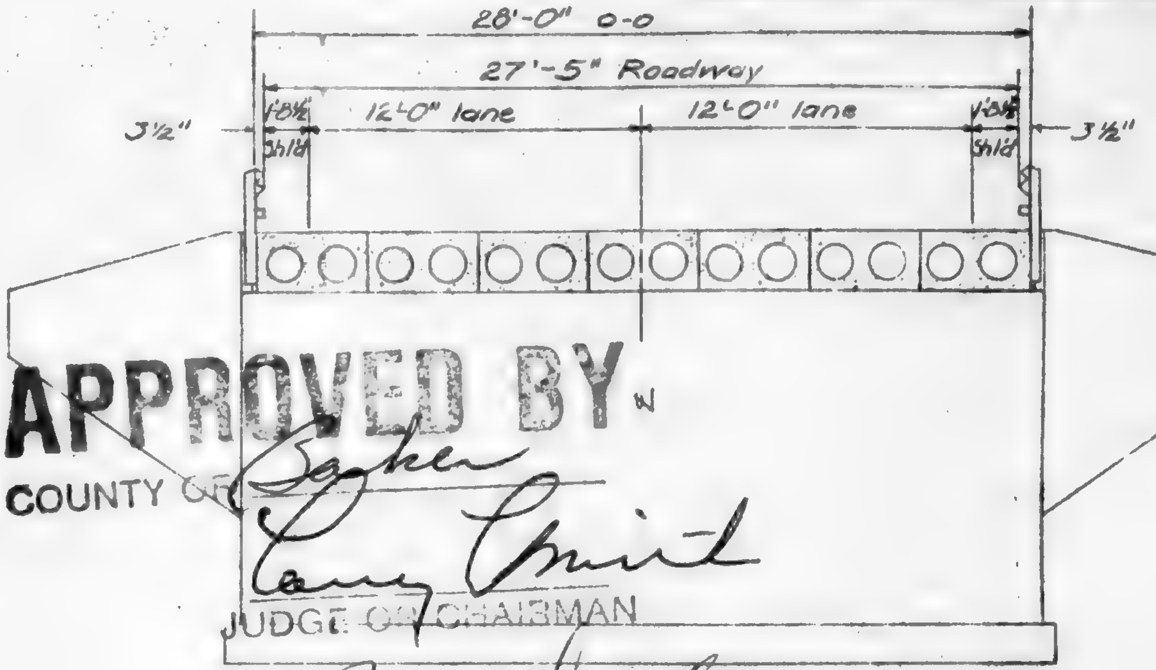

Sta. 1061.0
El. 2524.75
Bent 2
45°
"℄" of existing and proposed bridges
"℄" Bent 2
2'-4½"
ng.
15' Lt.
15' Rt.
1½:1 slope normal to stream bed
18" class 100 rip rap (typ.)
3'
Bent 2

HYDRAULIC DATA

	Design flood	Base flood	Maximum Probable flood
Discharge cfs.	1240	1500	1800
Frequency yrs.	25	100	500
H.W. Elevation Natural Channel ft.	2520.4	2520.7	2521.0
Back Water Elevation ft.	2520.4	2520.8	2521.2


Halfway
Pine Ck.
Crow Ln.
Project Location
New Bridge
To Baker
Richland
86

VICINITY MAP
no scale


28'-0" o-o
27'-5" Roadway
3½"
1'-8½" Shld
12'-0" lane
12'-0" lane
1'-8½" Shld
3½"

TYPICAL SECTION (BENT 1&2)
Scale ½" = 1'-0"

APPROVED BY
COUNTY OF Baker

JUDGE OR CHAIRMAN

COMMISSIONER

COMMISSIONER

DATE 7-17-85

DATE	REVISION	BY

APPROVED:
BRIDGE ENGINEER
ASSISTANT STATE HIGHWAY ENGINEER
DESIGNED Mark S. Ellingson
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

PINE CREEK (CROW LN.) BRIDGE
PINE CREEK (CROW LN.) BRIDGE SECTION

BAKER COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE June 1985 CALC. BOOK SHEET OF
BRIDGE NO. 16757 DRAWING NO. 40889

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical
3	Plan

REGISTERED PROFESSIONAL ENGINEER
6482
OREGON
JULY 11, 1969
RICHARD A. KUEHN

Temp. Prot. & Dir. of Traffic
To Be Written In The Specs.

STATE OF

DEPARTMENT OF T

STATE HIGHWA

PLANS FOR PROPO

PINE CREEK (CROW

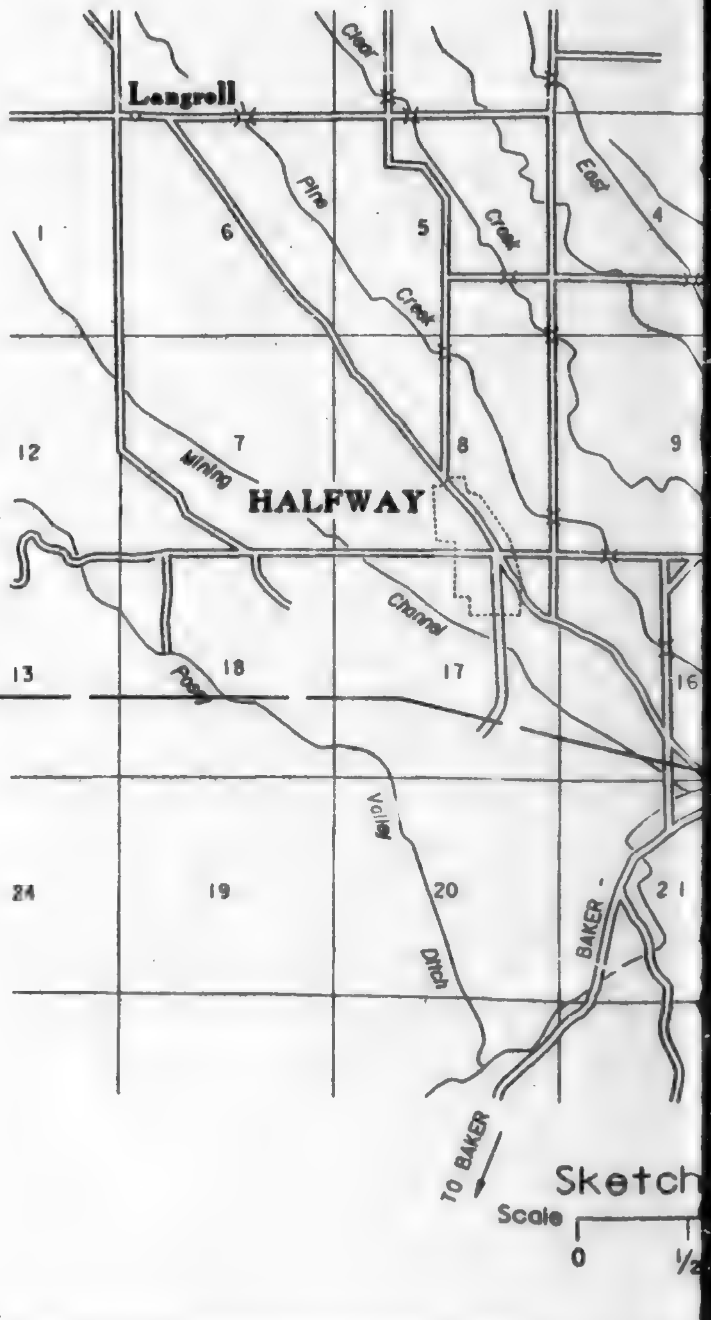
COUNTY ROAD

BAKER C

APPROVED 7-17 1985
COUNTY COURT OF BAKER COUNTY
BY
COUNTY JUDGE
Ben K Dunleavy
COUNTY COMMISSIONER
Bob McCullough
COUNTY COMMISSIONER

OS2[00J01]PINECRBR.DGN# 7-8-85

PROJECT
BRIDGE NO. 01C826


Langrell
Clear
Pine
Creek
Creek
East
Creek
1
6
5
4
12
7
8
9
Mining
HALFWAY
Channel
13
18
17
16
Poorm
Valley
Ditch
24
19
20
21
BAKER
TO BAKER
Sketch
Scale
0
1/2

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

PRELIMINARY COPY
JUL 11 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

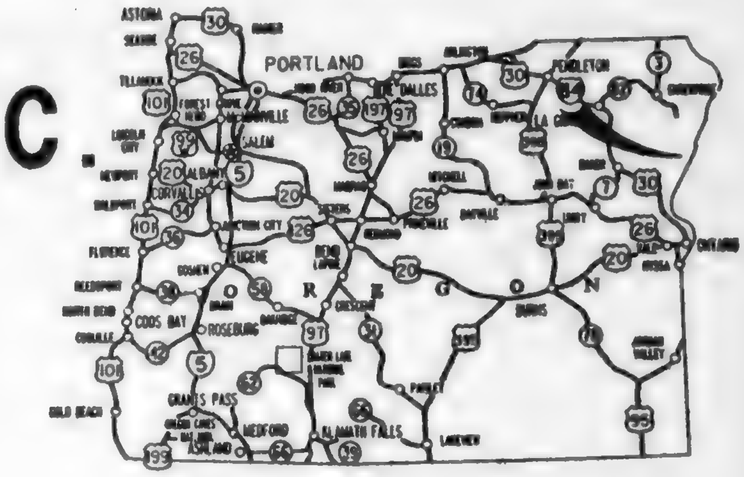
PINE CREEK (CROW LANE) BRIDGE SEC. COUNTY ROAD (CROW LANE) BAKER COUNTY				SHEET No.
				1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-05

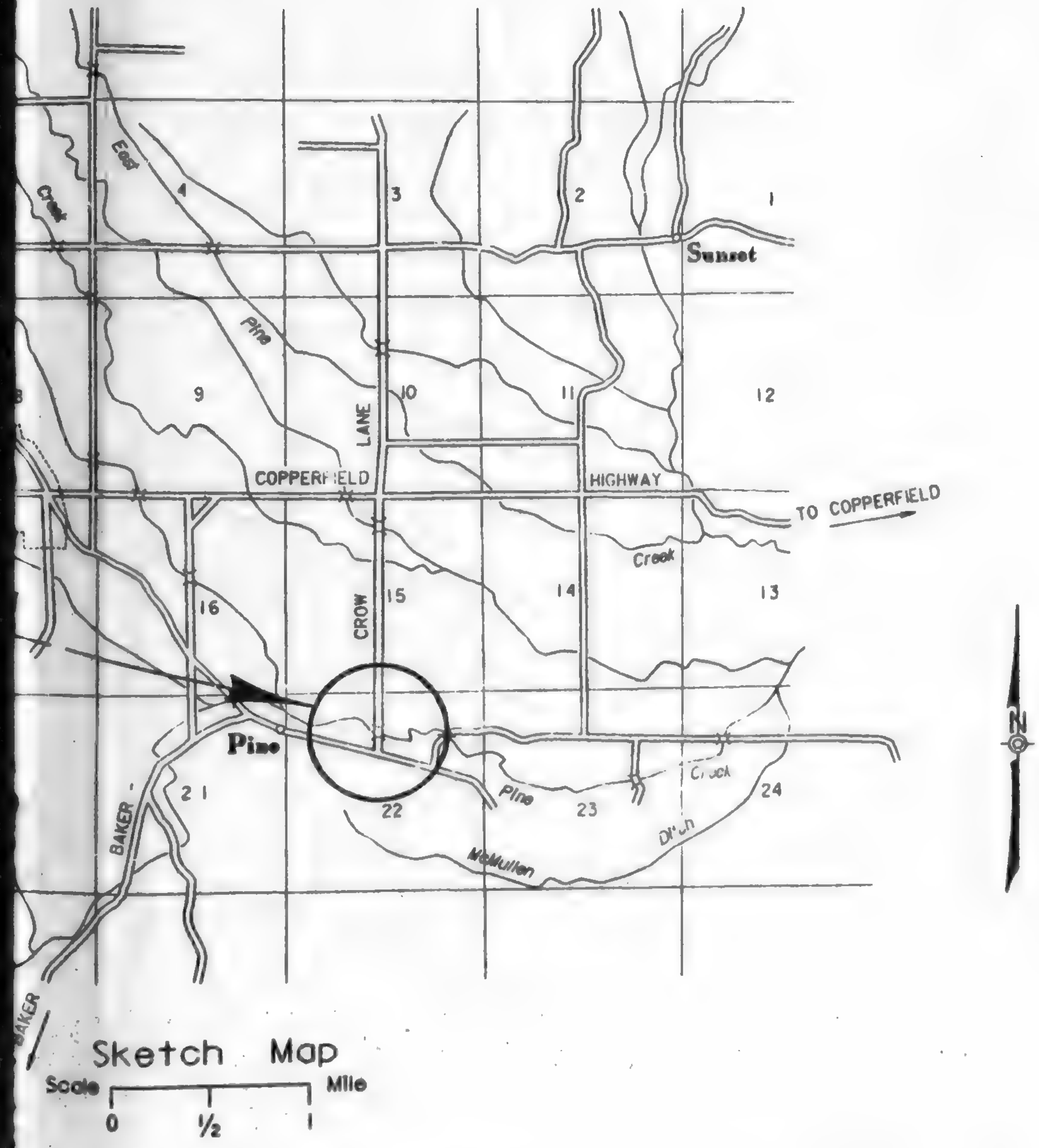
OW LANE) BRIDGE SEC.

ROAD (CROW LANE)

BAKER COUNTY


ASTORIA
SEASIDE
TILLAMOOK
PORTLAND
THE DALLES
PENDLETON
LA GRANDE
McMINNVILLE
SALEM
ALBANY
NEWPORT
CORVALLIS
FLORENCE
EUGENE
REEDSPORT
COOS BAY
ROSEBURG
COQUILLE
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
LAKEVIEW
BURNS
GOLD BEACH
30
26
101
5
20
97
84
395
95
O R E G O N

PRELIMINARY COPY
SUBJECT TO CHANGE


East
Creek
Pine
4
3
2
1
Sunset
9
10
11
12
LANE
COPPERFIELD
HIGHWAY
TO COPPERFIELD
Creek
16
CROW
15
14
13
Pine
21
22
Pine
23
Creek
24
McMullen
Ditch
BAKER
N
Scale
Mile
0
½
1

Sketch Map

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

4475 OREGON OCT. 30, 1959 H. S. COULTER

4662 OREGON MAY 13, 1960 EDGAR S. HUNTER

H. S. Coulter	E. S. Hunter
STATE HIGHWAY ENGINEER	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER ________ DATE ________

2nd

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

In Reply Refer to
File No.:

July 15, 1985

Mr. Richard Traw
Baker County Roadmaster
3050 E Street
Baker, Oregon 97814

Re: Preliminary Grading Plans
Pine Creek (Crow Lane)Bridge Sec.
County Road
HBR OS Project

Dear Rick:

Enclosed are three (3) copies of Preliminary Grading Plans dated July 11, 1985, concerning the above subject project. These plans are in addition to Preliminary Bridge Plans sent to you recently and show in greater detail the roadwork involved.

Please review the plans carefully and, if found to be acceptable, present them to the County Court for signature. After the plans have been signed, return two (2) copies to me for further processing.

Also, as the existing bridge is to be salvaged for the County, we will need a statement that the bridge will not be placed on any public road.

Do not hesitate to call Joe Schlieski or me if you should have any questions.

Sincerely,

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/lm

Enc.
cc: Mike Shultz ✓
J. A. Schlieski

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 17 1985
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1839

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone 963-3177

July 10, 1985

Rick Traw, Roadmaster
Baker County
1995 3rd St.
Baker, Oregon 97814

Dear Rick:

Re: Pine Creek (Crow Lane) Bridge
Crow Lane Highway
BR 16757

Enclosed are three copies of drawing nos. 40889 and 40485, which comprise the preliminary plan/elevation and vicinity map for the above subject project.

The present estimate of cost for the project is as follows:

ROADWORK	$ 48,000
STRUCTURE(S)	79,000
ENGINEERING & CONTIGENCIES	25,000
TOTAL ESTIMATED COST	$152,000

This estimate is approximately $15,000 above the estimate from the reconnaisance survey. Our present schedule calls for bid opening on September 19, 1985.

Please review the plans carefully, and if they are found to be acceptable, present them to the County Court for signature. After the plans

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 15 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1839

4

have been signed, return two copies to me for further processing. Retain one copy for your records.

Do not hesitate to call Joe Schlieski or Roger Lang if you should have any questions.

Sincerely,

Chris Rowland

Chris Rowland
Region 5 Staff Assistant

CR/jef

cc: Gary Potter
Walt Hart
Joe Schlieski

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 15 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

STATE OF OREGON — INTEROFFICE MEMO

TO: R. D. Hector
Region 5 Engineer

DATE: July 5, 1985 — DES 23
16757

FROM: ORIGINAL SIGNED
J.M. TINDALL
J. M. Tindall
Principal Structural Design Engineer

SUBJECT: Pine Creek (Crow Ln.) Bridge
Pine Creek (Crow Ln.) Bridge Section
Crow Lane Highway
Baker County
BR 16757

Attached are four reduced prints of Drawings 40889 and 40485, which are the preliminary plan and elevation and vicinity map for this structure. Please review indicated riprap design and provide us your comments.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 48,000
Structure(s)	79,000
Engineering & Contingencies	25,000
TOTAL	$ 152,000

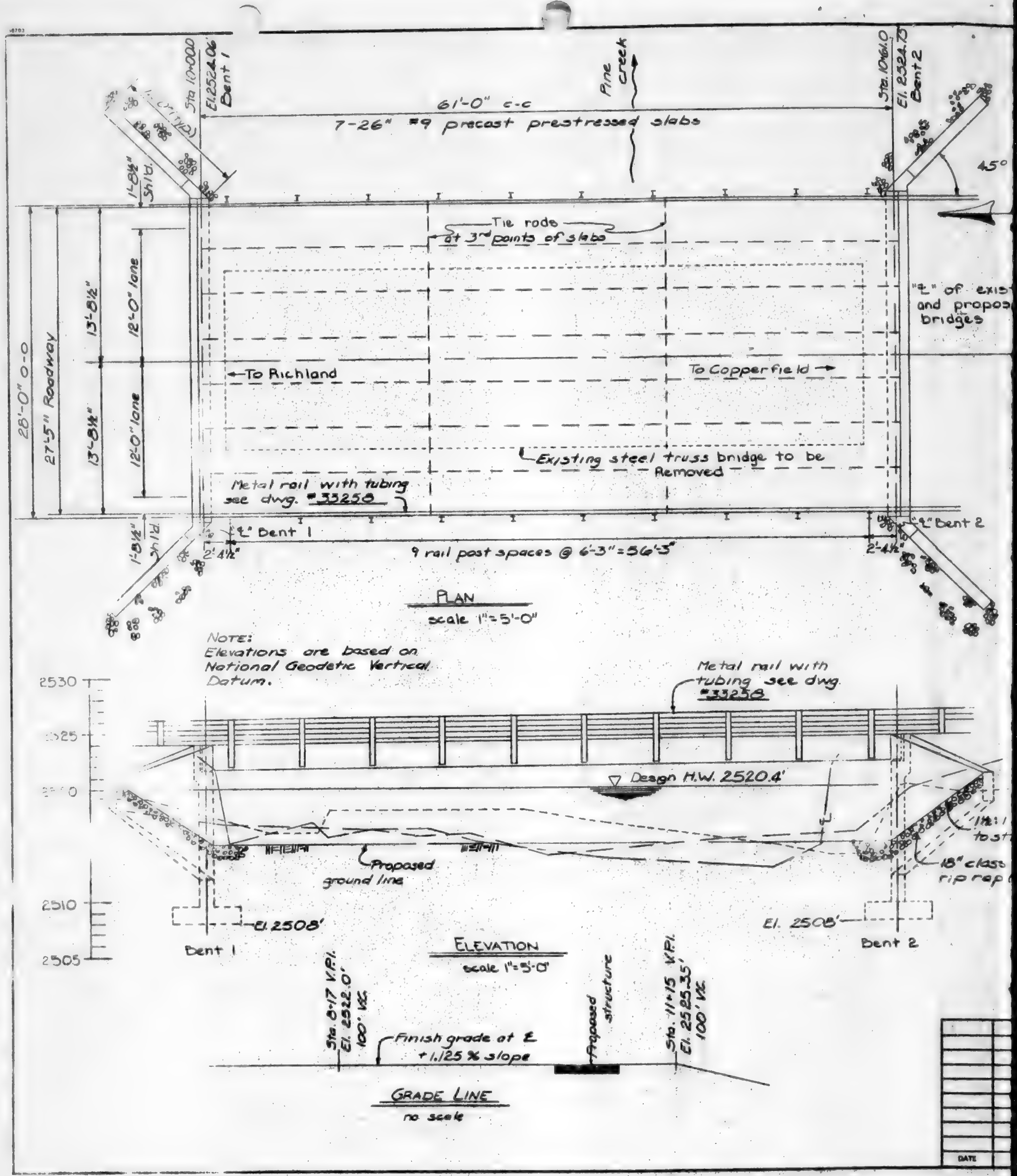
Please use these prints to obtain the approval of Baker County. Return one set of prints to this office as soon as possible stamped with the appropriate approval. We plan to call for bids on this project on September 19, 1985.

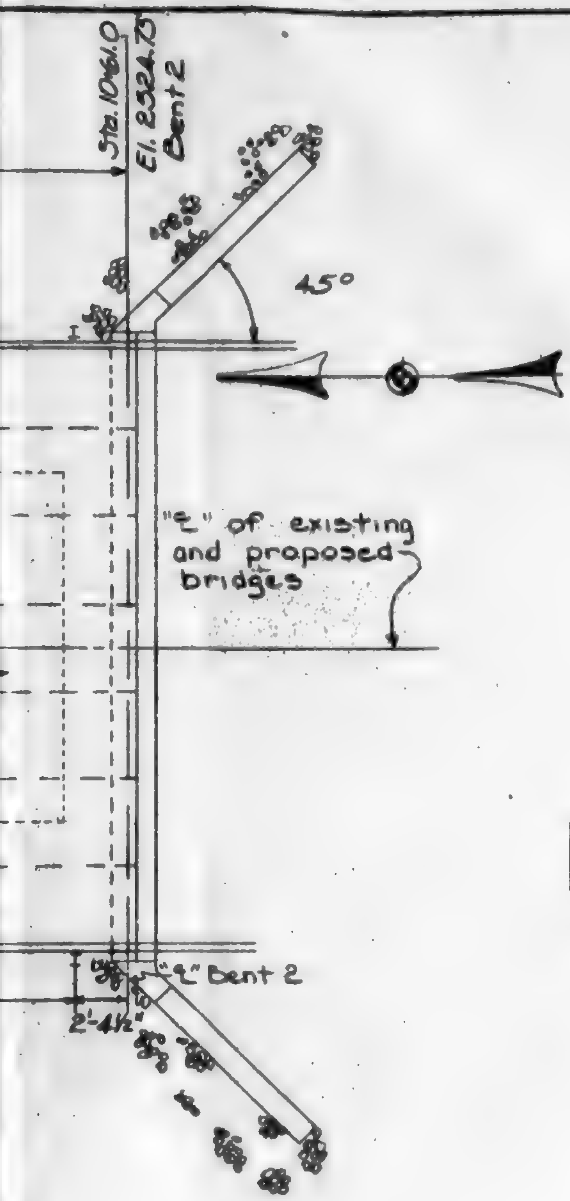
MAB:cma

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set
Road Design /w/ 1 set
Program Section /w/ 2 sets - 1 to Federal Aid - D. Hayden
1 to County/City - M. Schultz
Environment (M. Banks) /w/ 1 set

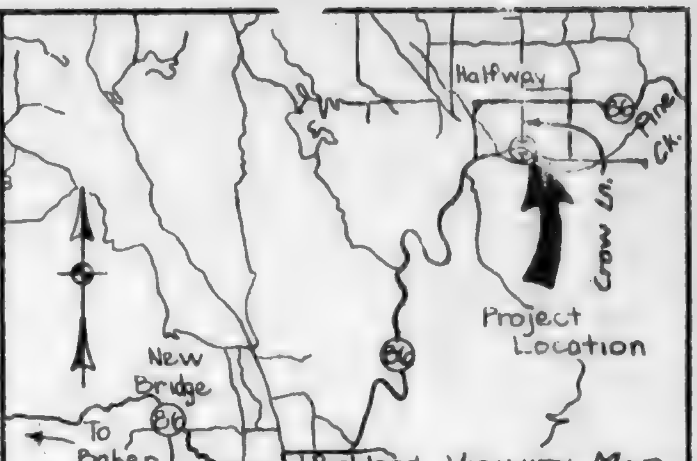
PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUL 08 1985
REFER TO ________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____


Sta. 10+00.0
El. 2524.06
Bent 1
Pine creek
Sta. 10+61.0
El. 2524.75
Bent 2
61'-0" c-c
7-26" #9 precast prestressed slabs
45°
1'-8½" Shld.
Tie rods at 3rd points of slabs
"℄" of exis
and propos
bridges
28'-0" o-o
27'-5" Roadway
13'-8½"
13'-8½"
12'-0" lane
12'-0" lane
← To Richland
To Copperfield →
Existing steel truss bridge to be Removed
Metal rail with tubing see dwg. #33258
1'-8½" Rlwk
℄ Bent 1
℄ Bent 2
2'-4½"
2'-4½"
9 rail post spaces @ 6'-3" = 56'-3"
PLAN
scale 1" = 5'-0"
Note: Elevations are based on National Geodetic Vertical Datum.
2530
2525
2520
2510
2505
Metal rail with tubing see dwg. #33258
Design H.W. 2520.4'
Proposed ground line
1½:1
to st
18" class
rip rap
El. 2508'
El. 2508'
Bent 1
Bent 2
ELEVATION
scale 1" = 5'-0"
Sta. 8+17 V.P.I.
El. 2522.0'
100' V.C.
Finish grade at ℄ + 1.125 % slope
Proposed structure
Sta. 11+15 V.P.I.
El. 2525.35'
100' V.C.
GRADE LINE
no scale
DATE

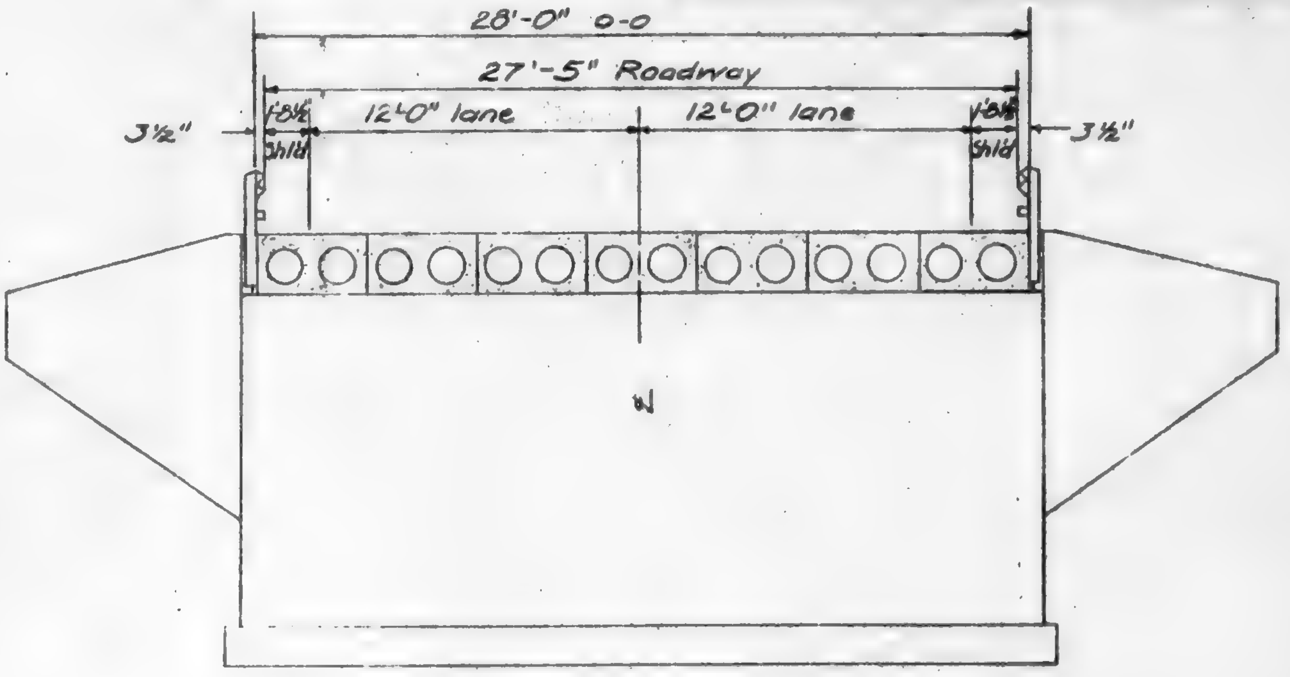

Sta. 10+61.0
El. 2524.75
Bent 2
45°
"℄" of existing and proposed bridges
"℄" Bent 2
2'-4½"

HYDRAULIC DATA

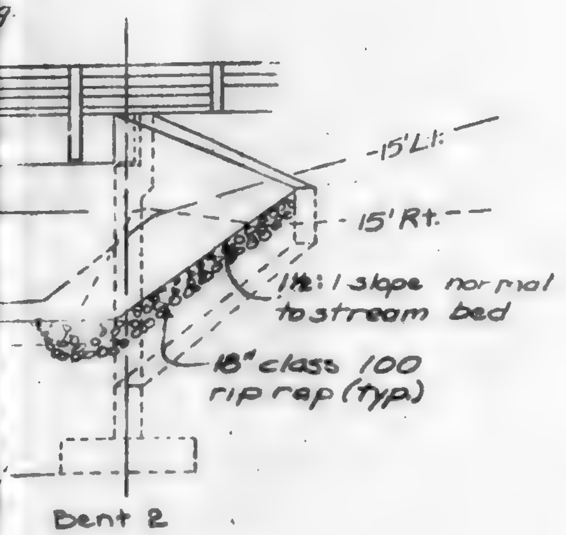
	Design flood	Base flood	Maximum Probable flood
Discharge cfs.	1240	1500	1800
Frequency yrs.	25	100	500
H.W. Elevation Natural Channel ft.	2520.4	2520.7	2521.0
Back Water Elevation ft.	2520.4	2520.8	2521.2


Halfway
86
Pine Ck.
Crow Ln.
Project Location
New Bridge
86
To Baker
Richland

VICINITY MAP
no scale


28'-0" o-o
27'-5" Roadway
3½"
1'-8½" Shld
12'-0" lane
12'-0" lane
1'-8½" Shld
3½"

TYPICAL SECTION (BENT 1&2)
scale ¼"=1'-0"


15' Lt.
15' Rt.
1½:1 slope normal to stream bed
18" class 100 rip rap (typ.)
Bent 2

DATE	REVISION	BY

APPROVED:
_____ PE
BRIDGE ENGINEER
_____ PE
ASSISTANT STATE HIGHWAY ENGINEER

DESIGNED Mark S. Ellingson
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

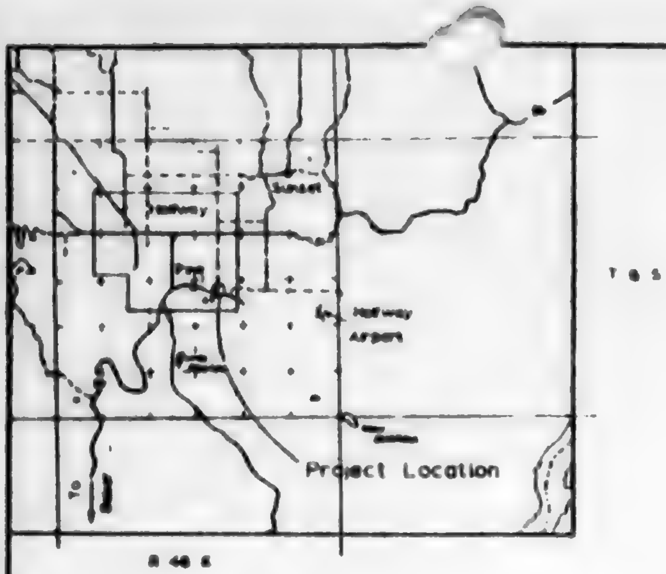
PINE CREEK (CROW LN.) BRIDGE
PINE CREEK (CROW LN.) BRIDGE SECTION

BAKER COUNTY

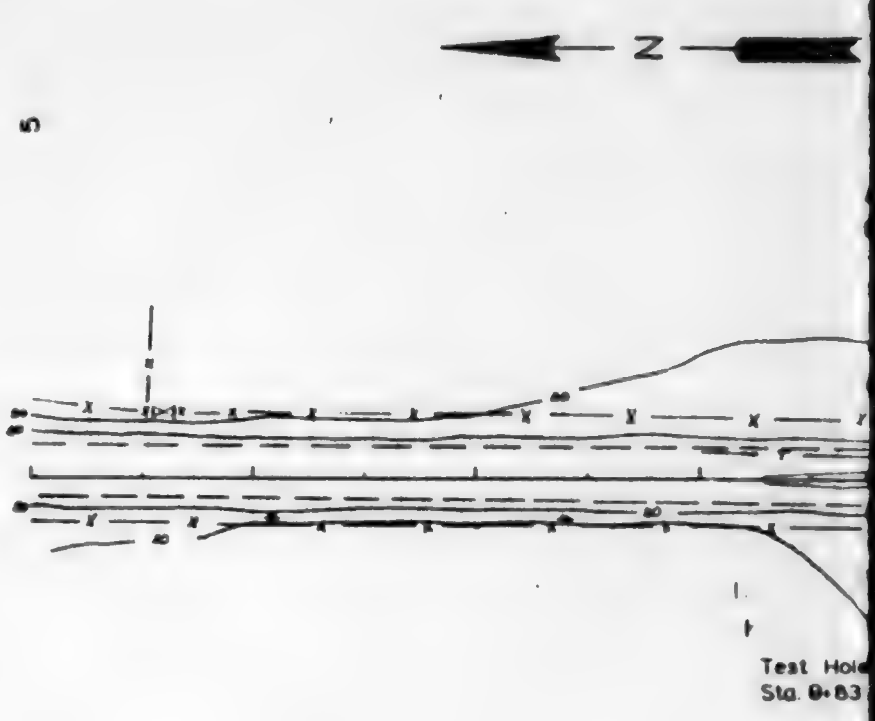
PRELIMINARY PLAN AND ELEVATION

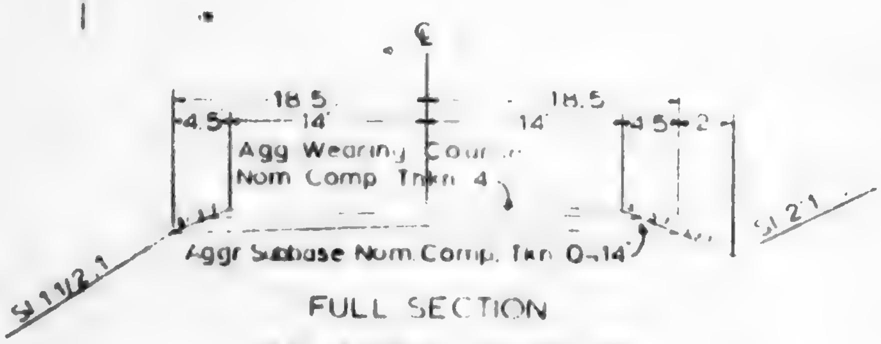
ACCOMPANIED BY DWGS. _____

DATE June 1985 CALC. BOOK _____ SHEET ___ OF ___
BRIDGE NO. 16757 DRAWING NO. 40889


Sunset
Halfway Airport
Project Location
T 8 S
R 46 E

Vicinty Map


N
Test Hole
Sta. 8+83

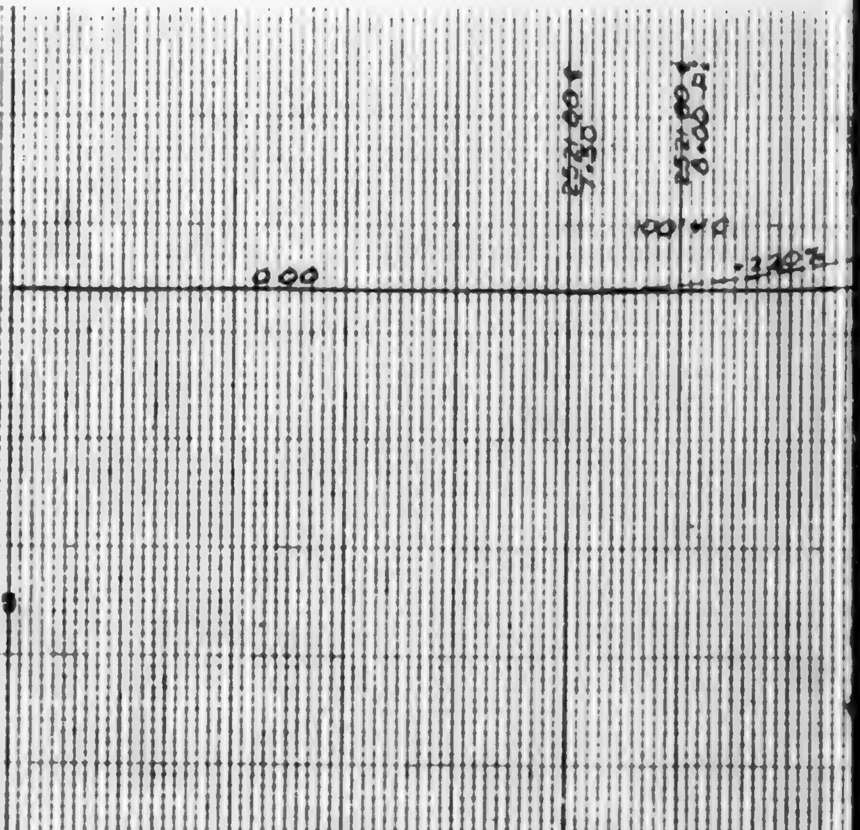

℄
18.5
18.5
4.5
14'
14'
4.5
2
Agg Wearing Course
Nom Comp Thkn 4
Aggr Subbase Nom.Comp. Tkn 0-14
Sl 1 1/2:1
Sl 2:1

FULL SECTION

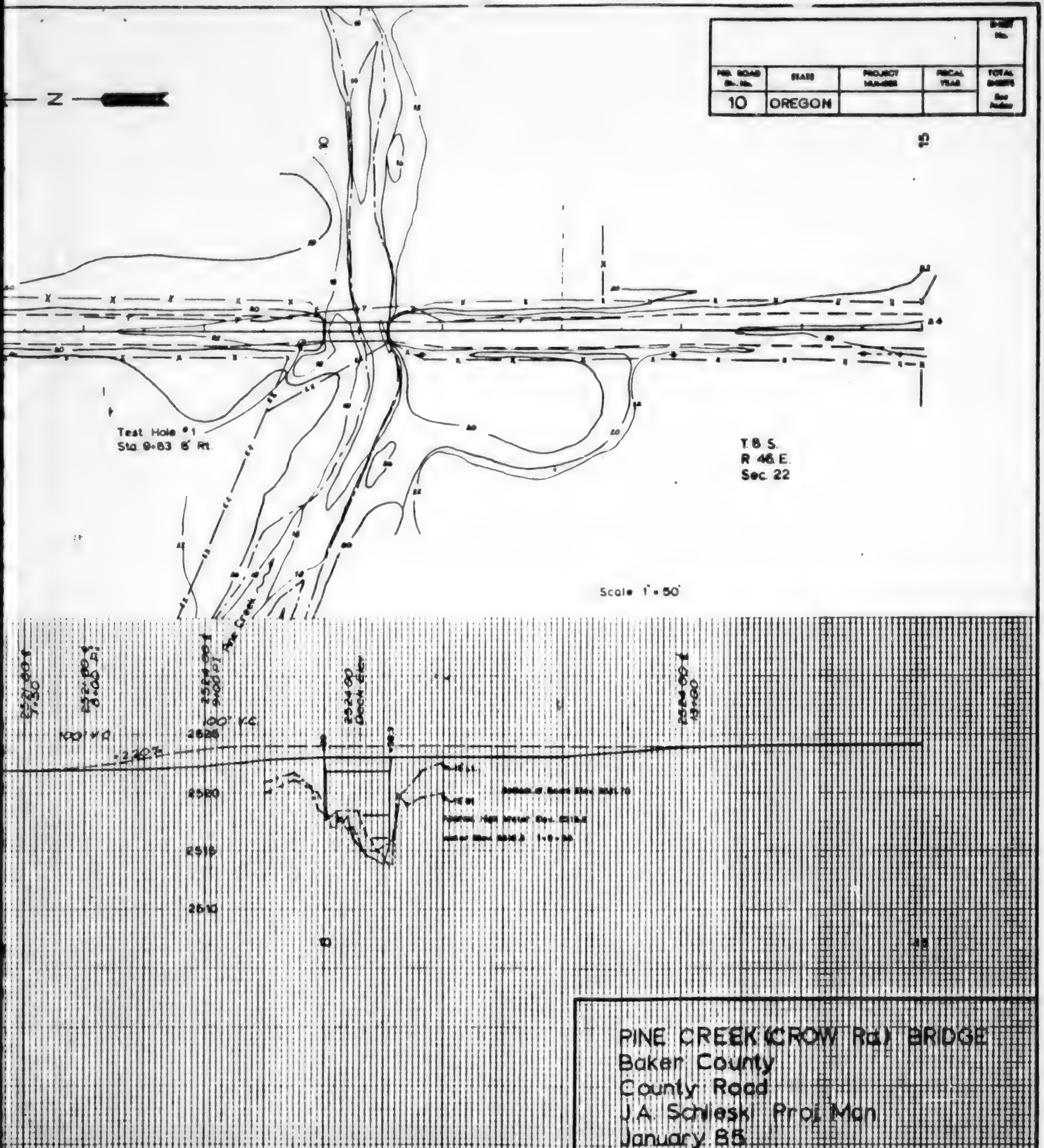
STA 8+00 To STA 10+00
10+00 To 10+60 (Structure)
10+60 To 12+50

TAPER TO EXISTING WIDTH

STA 7+50 To STA 8+00
12+50 To 13+00


2521.00
7+50
2521.00
8+00 PI
100' VC
0.00
-3.22%

10	OREGON			


N
10
15
Test Hole #1
Sta. 9+83 6' Rt.
T. 8 S.
R. 46 E.
Sec. 22
Scale 1" = 50'
Pine Creek
9+00 P.I.
Deck Elev
13+00
100' V.C.
-2.20%
2525
2520
2515
2510
10
15

PINE CREEK (CROW Rd.) BRIDGE
Baker County
County Road
J.A. Schiesk Proj. Man.
January 85
Drawn by R.E.K.

10,150

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: May 17, 1985

FROM: Ilene Poindexter
Hydraulic Specialist

SUBJECT: Pine Creek (Crow Lane) Bridge
Crow Lane, FAS 01-114

The proposed structure will replace a 56-foot long steel pony truss. The bridge is too narrow for farming equipment and incapable of supporting legal loads.

HYDROLOGY

Pine Creek is a west-east tributary of the Snake River and drains approximately 36 square miles above the proposed project site. Pine Creek is a meandering stream which overflows its banks during high water. Since no stream gage records are available for this drainage, the U.S. Geological Survey's regression equations contained in the publication "Magnitude and Frequency of Floods in Eastern Oregon" were used to determine the recurrence interval vs. peak discharge relationship listed below:

Recurrence Interval	Peak Discharge
500-year	1800 cfs
100-year	1500 cfs
50-year	1370 cfs
25-year	1240 cfs
10-year	1050 cfs
5-year	900 cfs

HYDRAULIC DESIGN

The 25-year flood of 1200 cfs was used as the design flood. Two replacement waterways were investigated: Alternate "A" with vertical abutments (Figure 1) and Alternate "B" with 1-1/2:1 end slopes (Figure 2). Figure 3 shows the existing waterway. Since debris and ice floes can cause potential problems, a clear span structure is preferred. The following is a summary of the existing and proposed conditions.

PROGRAM SECTION
MANAGER RESOURCE UNIT —
FA UNIT PROGRAM UNIT —
MAY 20 1985
REFER TO Local Prog
R/D — ACT — REPLY ✓
DISC — INFO — FILE —

	Discharge (cfs)	Waterway Opening (Ft.)	Waterway Area (Sq.Ft.)	Design High Water (Ft.)	Backwater Elevation (Ft.)	Backwater (Ft.)
Existing						
25-year	1240	56	198	2520.4	2520.6	0.2
100-year	1500	56	215	2520.7	2520.9	0.2
Alternative "A"						
25-year	1240	60	221	2520.4	2520.4	0.0
100-year	1500	60	238	2520.7	2520.8	0.1
Alternative "B"						
25-year	1240	66	225	2520.4	2520.4	0.0
100-year	1500	67	245	2520.7	2520.7	0.0

It is suggested that the minimum bottom of beam elevation of 2521.7 feet be maintained. In order to maintain the present vertical clearance under the structure, the existing finish grade will need to be raised.

RIPRAP

For Alternate "A", it is suggested that the wingwalls and the toe of the vertical abutments be protected with an 18-inch blanket of Class 100 loose riprap. A filter blanket will not be required.

For Alternate "B", the embankment slopes through the bridge opening should be protected with an 18-inch blanket of Class 100 loose riprap. A filter blanket will not be required. This protection will require a toe trench.

For either alternate, all fresh or disturbed slopes subject to high water shall be protected with an 18-inch blanket of Class 100 loose riprap.

IP:ja

Attachment

cc Bob Pool w/attach. Bob Hector w/attach. Herb Schell, FHWA w/attach.
Walt Hart " Glen Thommen "
Rick Kuehn " Gary Potter "
John Marks " Cam Gilmour "

CLEARPRINT PAPER CO.
CLEARPRINT CHARTS

FIGURE 1
PINE CREEK (CROW RD.) BRIDGE
ALTERNATE "A"

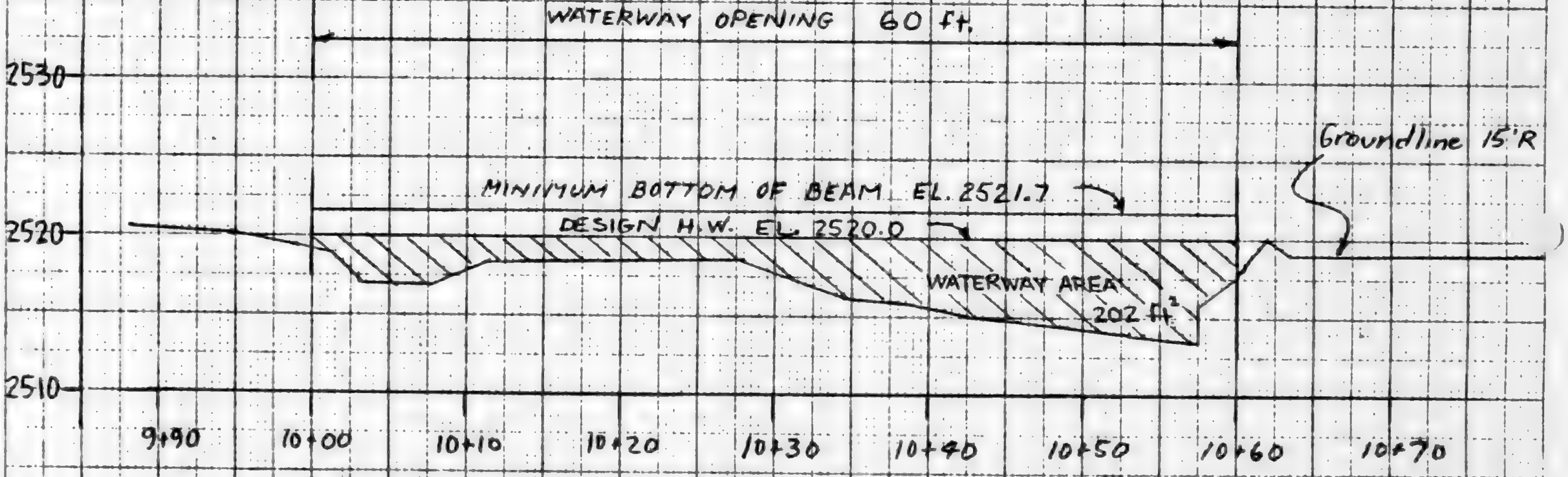
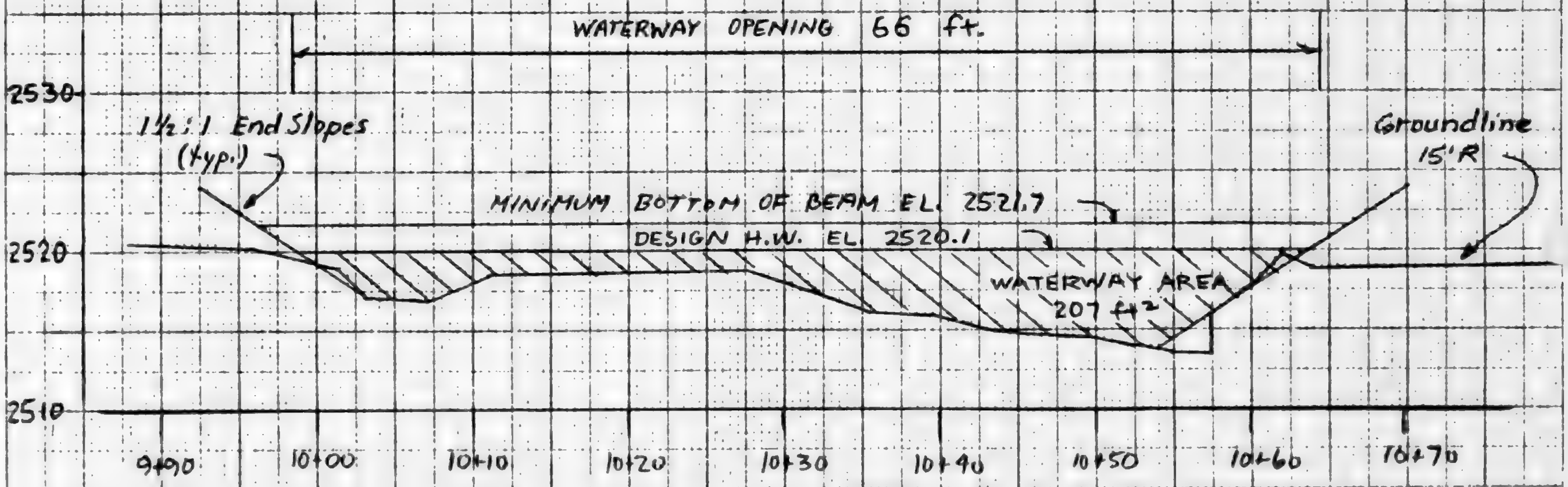

WATERWAY OPENING 60 Ft.
MINIMUM BOTTOM OF BEAM EL. 2521.7
DESIGN H.W. EL. 2520.0
WATERWAY AREA 202 Ft²
Groundline 15'R
2530
2520
2510
9+90
10+00
10+10
10+20
10+30
10+40
10+50
10+60
10+70

FIGURE 2

PINE CREEK (CROW RD.) BRIDGE

ALTERNATE "B"

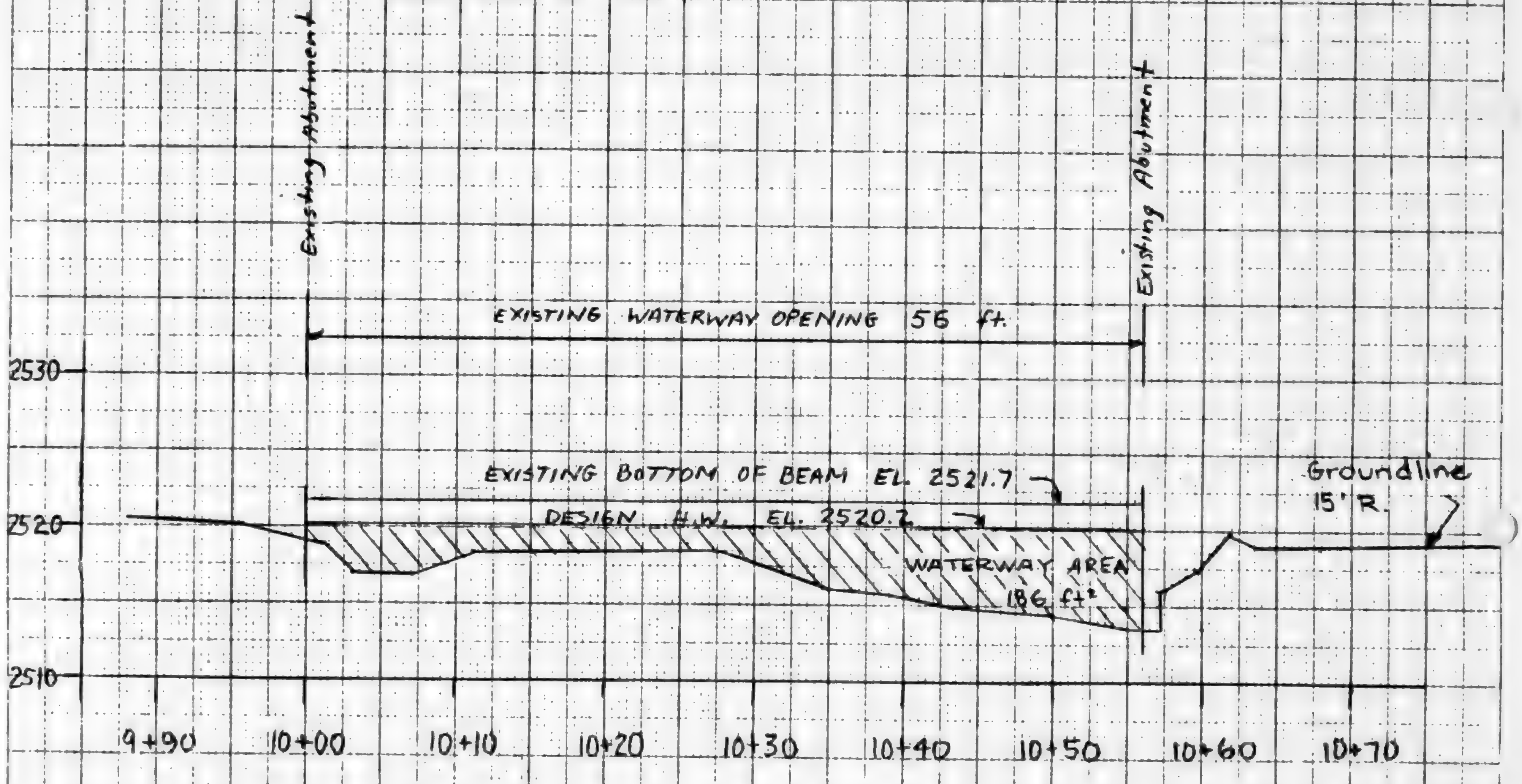

WATERWAY OPENING 66 ft.
2530
2520
2510
1½:1 End Slopes (typ.)
Groundline 15'R
MINIMUM BOTTOM OF BEAM EL. 2521.7
DESIGN H.W. EL. 2520.1
WATERWAY AREA 207 ft²
9+90
10+00
10+10
10+20
10+30
10+40
10+50
10+60
10+70

CLEARPRINT CHARTS

FIGURE 3

PINE CREEK (CROW RD.) BRIDGE

EXISTING WATERWAY


Existing Abutment
Existing Abutment
EXISTING WATERWAY OPENING 56 ft.
EXISTING BOTTOM OF BEAM EL. 2521.7
DESIGN H.W. EL. 2520.2
WATERWAY AREA 186 ft²
Groundline 15' R.
2530
2520
2510
9+90
10+00
10+10
10+20
10+30
10+40
10+50
10+60
10+70

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	1240	1500	1800	
	m³/s				
Frequency —yrs.		25	100	500	
H.W. Elevation Natural Channel	ft.	2520.4	2520.7	2521.0	
	m.				
Backwater Elevation	ft.	2520.4	2520.8	2521.2	
	m.				
Average Velocity	fps	6.1	6.7	7.4	
	mps				
Headwater Elevation	ft.	-	-	-	
	m.				
Tailwater Elevation	ft.	-	-	-	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "A" VERTICAL ABUTMENTS

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

PINE CREEK(CROW LANE) BRIDGE
CROW LANE, FAS01-114
BAKER COUNTY

COMPILED BY:	DATE:
I. D. Poindexter	May 8,1985

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	1240	1500	1800	
	m³/s				
Frequency – yrs.		25	100	500	
H.W. Elevation	ft.	2520.4	2520.7	2521.0	
Natural Channel	m.				
Backwater Elevation	ft.	2520.4	2520.7	2521.1	
	m.				
Average Velocity	fps	6.0	6.5	7.0	
	mps				
Headwater Elevation	ft.	-	-	-	
	m.				
Tailwater Elevation	ft.	-	-	-	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "B" SPILLTHROUGH WITH 1-1/2 : 1 END SLOPES

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

PINE CREEK (CROW LANE) BRIDGE
CROW LANE, FAS01-114
BAKER COUNTY

COMPILED BY: I. D. Poindexter	DATE: May 8, 1985

10,150

2-4-85

LOCATION NARRATIVE REPORT

b: Pine Creek (Crow Lane) Bridge
County Road
Baker County

Work to be done: Bridge Replacement

	The proposed project is the replacement of an existing narrow steel pony truss, with a prestressed concrete structure over Pine Creek on Crow Lane.
isting ructure:	The existing bridge is a steel pony truss built in 1911, 56' span with a 16' travel way - structure is too narrow for modern day farming equipment and is incapable of supporting legal loads.
oposed ructure:	The proposed structure is a 60' prestressed slab span, a 28' roadway width with metal railing.
undation:	Existing: we've found no plans for the existing structure. It appears that the bridge is founded in gravels at a shallow depth on spread footings with concrete abutments. Proposed: the foundation exploration work has been completed and it appears that piling could be used. We'd propose a pile end bent with a steel cap - with the channel slope carried through the structure and protected by riprap.
cour:	Scour does appear to have been a problem. While there is no appreciable amount of riprap there are indications of undermining of the footings.
osion:	Pine Creek in this area is a meandering stream and overflows its banks during highwater and periods of high run-offs. Gravels are being moved in the channel.
iprap:	It appears that riprap protection will be necessary either around an abutment and wingwalls or on the slope if the channel is carried through the structure.
rift:	With the drainage area involved - drift could be a problem, we've noted no particular problem at this site but concur with the County's request for a clear span and the maintaining of the present vertical clearance.
cefloes:	Icefloes can occur in this creek. For this reason we also recommend a clear span and maintaining the present vertical clearance as a minimum.
rainage rea:	Refer to the following quadrangle sheet - Halfway, Oregon
hannel ork:	No channel work is proposed at this time.
orizontal lignment:	The "P" and "L" line are the same. Line was determined by splitting the existing bridge and projecting the tangent between existing fences, utilities, and approximate centerline of the existing road.

rtical
ignment:

Inorder to maintain the present vertical clearance under the structure, using 26" prestressed slabs, we had to raise the structure finish grade approximately 1'. Using elevation 2524.00 as the bridge deck elevation we projected it flat to the south and utilized 2 - 100' vertical curves to meet the existing roadway to the north.

oposed
pical
ction:
terial
urce:
ecial
ovisions:

The proposed typical section is shown on the enclosed location data. We proposed to place 14" of grid-rolled aggregate base with a 3/4-0 leveling course 4" in depth. The county has indicated that their material source, approximately 2½ miles east of the project, is available for use - it is a quarry - our Source # 1-60-5. The 3/4-0 should be a good commercial quality aggregate approved by the engineer. Payment for the grid-rolled material and the aggregate leveling course should be by the square yard in place "X" number of inches deep.

unty Review:

The proposed alignment and finish grade has been discussed with Baker County Officials. SINCE THE PROJECT IS TO REPLACE THE BRIDGE AND BAKER COUNTY HAS CONCURRED WITH THE LOCATION PROPOSAL - WE EXPECT ANY REVISION IN STRUCTURE ALIGNMENT OR GRADE TO BE DISCUSSED WITH THIS OFFICE AND THE COUNTY - IF NECESSARY TO REDUCE GRADING COSTS - SHORTEN THE APPROACHES - THE STRUCTURE IS NOT TO BE ARBITRARILY LOWERED.

ructures
stream &
wnstream:

No hydraulics data was gathered at the upstream or downstream structures due to hazardous icy conditions and the difficulty in determining proper x-sections, etc.

An earlier hydraulics study on the Pine Creek Bridge # 01C834, dated 3/13/84, by Gene Finley for a structure recently completed approximately 1-3/4 miles downstream - appear to be applicable to this structure also.

ghwater:

The highwater elevation is an approximate elevation taken at a watermark on the existing abutments.

The county has requested that we maintain the existing vertical clearance to the bottom of the lower chord.

ilities:

Idaho Power Co. maintains distribution lines along the upstream side of the structure - we don't anticipate any major conflicts.

ructure
ility
ntact:

Pine Telephone System, Inc. maintains a buried cable on the downstream side of the structure. Presently their cable is buried in the stream away from the structure. We don't anticipate any major conflicts. They do want to have utility contacts on the new structure. We'd recommend the 3/4" dia. holes for utility contact be provided on both sides of the new structure.

tour:

No detour will be necessary. Road may be closed however the county requests that closure be kept to a minimum.

mporary
otection
Direct:

We anticipate minimal signing necessary - only that required to close the road at the nearest intersections using Type 1 barricades with appropriate sign(s).

W:	All construction will be completed within the existing R/W.
norities:	No minorities have been identified within the limits of the location survey. There is no alternate route and no residents are being displaced.
te of ard:	Late spring - so work may commence after the spring run-off.
ntract me:	Contract time should be kept to a minimum. Time should start after the contractor commences work - reinforced by a specified completion date.
rk to be ne by the unty:	None.

POSSIBLE CONTACTS

Telephone Co. - - - - Pine Telephone System - - - - - 742-2201

Power Co. - - - - - - Idaho Power Company - - - - - - 742-2401

County Roadmaster - - Rick Traw - - - - - - - - - - - - 523-6417

Joe Schlieski
Project Manager
2/4/85

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section Pine Cr. (Crow Lane) Bridge **Highway** County Rd. **County** Baker

Assigned By Al Hansen **Designer** K. Malmberg **Date** 2-27-85

Directions HBR Programed $137,140. Field Estimate $148,824. Review the field location data using the Designers Check List. Check with Hydraulics regarding Schlieski's comment in Project Narrative.

Narrative By Designer This is a bridge replacement project which includes grade widening of gravel approaches. The original estimate is $137,140.

The field estimate of $148,824 was raised to $183,500 mainly due to changing the unit quantity of the aggregates to tons from square yards as is required by the Standard Specifications and by including a 90% engineering & contingencies factor in the items for Structure removal and construction. The aggr. leveling also required a 50% depth factor increase when placed over the grid-rolled subbase. Bid Item costs were adjusted to reflect prices received from cost analysis. Job was reviewed with check list.

Type I modified anchors were changed to type I as per G.R. drawings and items were added for watering and bridge connections.

The embankment quantity was slightly increased by inclusion of widening for guardrail flares which was omitted on north end of structure.

Drawings for rip rap and temporary protection and direction will be needed. Assuming the removal of structures & obstructions item is for the two signs and small quantity of fence across the east opening of structure, shown in the photos, the cost was reduced.

Hydraulics said that the study cited in the narrative could not be used for this structure. ~~Copies of available data will be submitted to them for study and they will need to request additional needed information from project manager.~~

The Detail map was revised to add construction details, begining & end Sta. of both project & structure, sub-grade and "W" and "E" distances for guardrail.

The narrative on this job was useful and, to a great extent, complete.

Copy of calculations is attached.

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEETS

Pine Cr. (Cedar Lane) Bridge
Calculations for 1"-0 + Gridrolled Aggr Sub-base
Sp. Gravity of 2.85 used for Calc.

Sta-Sta	Av Width + slope dist	Depth +50% (1"-0 only)	Length	$\frac{L \times \text{(Av)} W \times D}{27}$	× (2) factor	=		Tons
								1"-0
+50 - 8	(23' to 28') +1'	6" = .5'	50'	$\frac{50 \times 25.5 \times .5}{27}$	(2)	=		47
- 8+75	28' +1'	"	75'	$\frac{75 \times 28 \times .5}{27}$	(2)	=		78
+75 - 9+38 (Flare)	(28' to 40') +1'	"	63'	$\frac{63 \times 34 \times .5}{27}$	(2)	=		79
+38 - 10 Begin Str.	(40' to 32') +1'	"	62'	$\frac{62 \times 36 \times .5}{27}$	(2)	=		83
0+60 to 11+23 End Structure to Flare	(32' to 40') +1	"	63'	$\frac{63 \times 36 \times .5}{27}$	(2)	=		84
1+23 to 11+85	(40' to 28') +1	"	62'	$\frac{62 \times 34 \times .5}{27}$	"	=		78
1+85 to 12	28' +1'	"	15'	$\frac{15 \times 28 \times .5}{27}$	"	=		16
2 to 12+50	(28' to 26') +1	"	50'	$\frac{50 \times 27 \times .5}{27}$	"	=		50
							Total for 1"-0	515 Ton

Cu Yds 1"-0 = $\frac{515}{2} \times 1.3 = $ 335

Sta-Sta	(Av) Width + slope dist	Depth	Length	$\frac{L \times \text{(Av)} W \times D}{27}$	× 2	=		Tons
+50 - 8	(24' to 29') + 3.5'	14" = 1.17'	50'	$\frac{50 \times 30 \times 1.17}{27}$	(2)	=		130
- 8+75	29' + 3.5'	"	75'	$\frac{75 \times 32.5 \times 1.17}{27}$	"	=		211
+75 - 9+38	(29 to 41) +3.5'	"	63'	$\frac{63 \times 38.5 \times 1.17}{27}$	"	=		210
9+38 - 10	(41 to 33) + 3.5'	"	62'	$\frac{62 \times 40.5 \times 1.17}{27}$	"	=		218
0+60 - 11+23	(33 to 41) +3.5'	"	63'	$\frac{63 \times 40.5 \times 1.17}{27}$	"	=		221
1+23 to 11+85	(41' to 29') +3.5'	"	62'	$\frac{62 \times 38.5 \times 1.17}{27}$	"	=		207
1+85 to 12	29' + 3.5'	"	15'	$\frac{15 \times 32.5 \times 1.17}{27}$	"	=		42
12 to 12+50	(29' to 27') +3.5'	"	50'	$\frac{50 \times 31.5 \times 1.17}{27}$	"	=		137
							Total =	1376 Tons

Cu Yds Aggr Sub = $\frac{1376}{2} \times 1.3 = $ 894 Cu Yds

Watering = C.Y. Crushed material × .025 = 1229 × .025 = 30.7 M. GAL

OREGON STATE HIGHWAY DIVIS
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. BROS-0100(9)

Project Name: Pine Creek (Crow Lane) Bridge

Regarding the above refered to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city or county in accordance with said act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe, and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the aboved referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 6th day of February, 19 85

City/County of Baker

Mayor/County Judge/chairman

Councilman/Commissioner

Rod McCullough
Councilman/Commissioner

cc: Harold Brainerd (2) ✓
R. D. Hector
File

Certified by
Harold Brainerd 2/14/85
Regional Right of Way Supervisor (Date)

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/7

CCN 17-1
Pine
Cr.

December 3, 1984

Baker County Court
Third and Court Streets
Baker, OR 97814

AGR 4-2

Attention: Julia Woods
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Pine Creek (Crow Lane) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

CON 17-1

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0100(9) Pine Cr.

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-24-84

4. PROGRAM NO.

5. ITEM NO. 50042

2A. COUNTY NAME Baker

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-84

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

PINE CREEK (CROW LANE) BRIDGE #01C826A27=00122 SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

* ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

*Including archeological salvage and utility preparatory work TEC $32,600; Federal Funds $26,080.

13. REMARKS

As requested by Mr. Potter's PEA dated October 9, 1984, subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/24/84

15. SIGNATURE OF APPROVING OFFICIAL R H Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,150

J

October 18, 1984 PRO

Baker County Court
Attn: Dick Traw, Co. Rdmstr.
Courthouse
Baker, Oregon 97814

Subject: Pine Cr. (Crow Lane) Br.
Baker County
Project No. BROS-0100(9)

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our agreement No. 8261, the County should submit an advance deposit for its share of the preliminary engineering cost.

Estimate P.E. Cost	$ 32,600.00
Less Free Bridge Design & Specs.	(7,500.00)
Less Federal Funds (80%)	(20,080.00)
County's Share (20%)	$ 5,020.00
County's Share and Advance Deposit	$ 5,000.00

Please submit your advance deposit in the amount of $5,000 so your consultant may begin work. You may use one of the three options described in the attachments.

Very truly yours,

LGIP
RECEIVED
11-15-84
MKS

Gary A. Potter, Manager
Program Section

MKS:bkb
Attachments
bcc: w/AD #84-117
Roger Lang, Region 5
Vern Skoog - Please return completed AD #84-117 when advance deposit is received.

MIKE S.

J

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
CO. RD., Crow Lane @ Halfway "Pine Cr. (Crow Lane) Br. Sec."	117	50042	BROS-0100(9)	NON	CO. RD.

Access Control NONE Parking Restrictions NONE System Revision NONE

Airports (within 2 Mi.) NONE ROW 60'

Water Development NONE Recreation & Historical Areas NONE

County Baker Code 001 IMP. Code 09

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 13 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Assessment: Categorical FHWA Concurrence Dated 10-1-84

1-EIS ___ 2-Categorical Exclusion ___ 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Included in National Bridge Inventory No. 01C826A27-00122 with SR 25.4.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

___ All Phases
X All Phases thru Final Envir. Document
X Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 32,600
(80%)	FF	$ 26,080
	STATE	$ 1,500
	___	$ 5,020

For PR-37:
Field Phase $ ______
PS&E Phase $ ______

REMARKS:

Attached data consists of Parts 1, 2 & 4 of the Project Prospectus and project map.

DDB:me Key No. 02593

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-9-84	Original Signed By Max J. Klotz for GARY A. POTTER	Manager, Program Section

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 21, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Pine Creek (Crow Lane) Br. #01C826
Crow Lane
Baker County
BROS-0100(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
October 3, 1984

CONCUR:

10/1/84
For Division Administrator Date
Federal Highway Administration
Oregon Division

CMG:gc

Attachments (4)

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bob Hector
John Preston
Vernal Moore
Clayton Ansell

Form 734-3122

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Pine Creek (Crow Lane) Bridge #01C826

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project may require the acquisition of less than one acre of right-of-way for a temporary construction easement. Route may be closed during construction. If route is not closed, county will attempt to obtain donation right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. Nearby pasture-hay lands will not be adversely affected by the temporary construction easement. The project is consistent with the Baker County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns would not be adversely affected by the completion of the proposed project. The existing steel truss bridge is deteriorated and only allows one lane of traffic. Replacement of this structure is of high priority with the County Court. Safety would be improved as the existing structure cannot support modern day axle loadings with a 10 ton limit.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact is anticipated as no in-stream bents are planned and summer flows of Pine Creek are greatly reduced.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

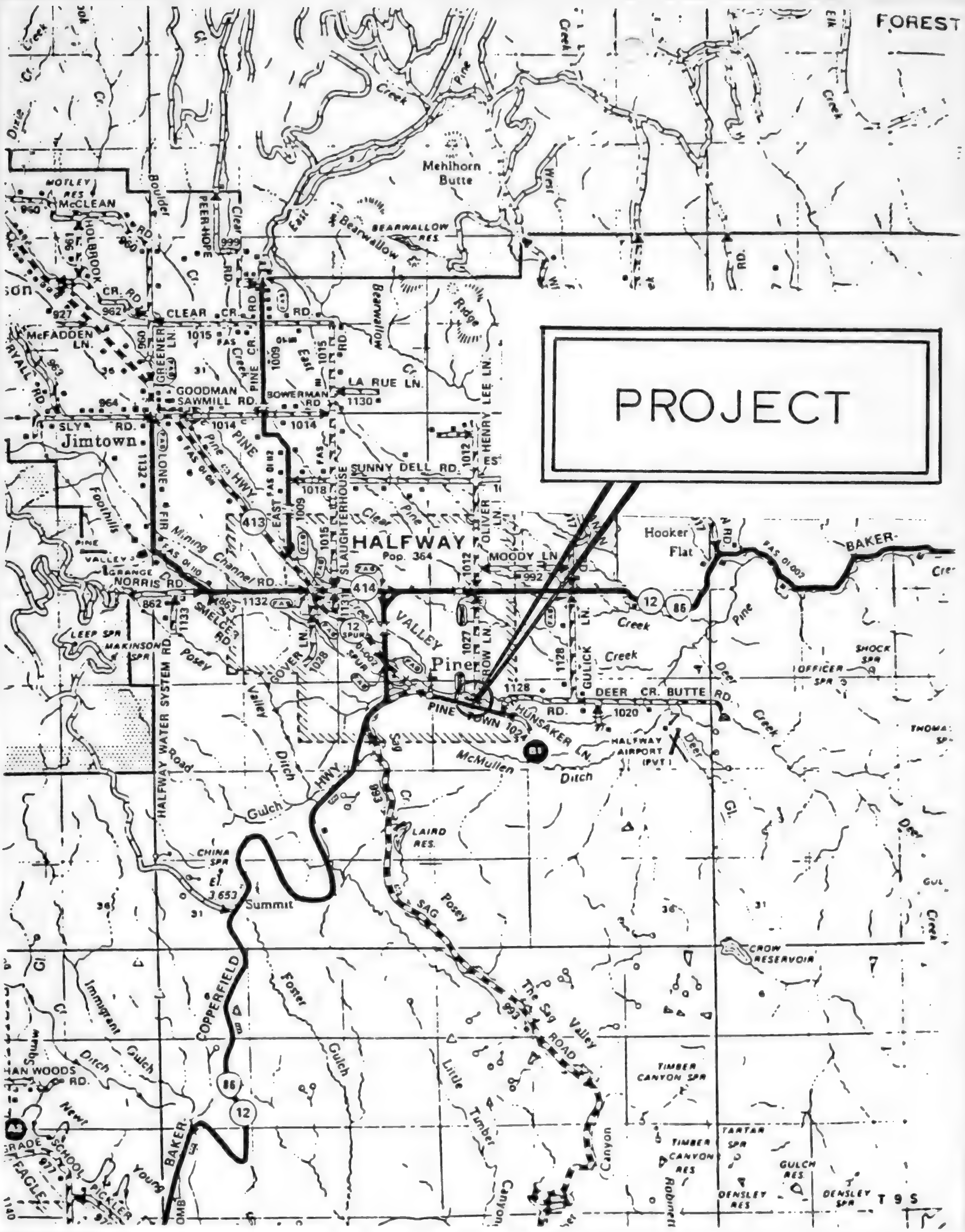
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human and physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	OCT 01 1984


PROJECT
FOREST
Mehlhorn Butte
Bearwallow Res.
Bearwallow Cr.
East Pine Creek
Ridge
Motley Res.
McCLEAN
HOLBROOK
CR. RD.
CLEAR CR. RD.
McFADDEN LN.
GREENER LN.
PEER-HOPE RD.
PINE CR. RD.
LA RUE LN.
BOWERMAN
GOODMAN SAWMILL RD.
SLY RD.
Jimtown
LONE FIR
PINE HWY
413
EAST
SUNNY DELL RD.
HENRY LEE LN.
OLIVER LN.
SLAUGHTERHOUSE
HALFWAY
Pop. 364
MOODY LN.
Hooker Flat
BAKER
FAS 01.007
12
86
414
Foothills
Mining Channel RD.
PINE VALLEY GRANGE
NORRIS RD.
SMELCER RD.
LEEP SPR.
MAKINSON SPR.
HALFWAY WATER SYSTEM RD.
Posey
GOVER LN.
12 SPUR
VALLEY
Pine
Creek
GULICK LN.
DEER CR. BUTTE RD.
PINE TOWN
HUNSAKER LN.
McMullen Ditch
HALFWAY AIRPORT (PVT.)
OFFICER SPR.
SHOCK SPR.
Deer Creek
Sag
HWY
Gulch
Road
LAIRD RES.
CHINA SPR.
El. 3,653
Summit
SAG
Posey
CROW RESERVOIR
Immigrant
Foster Gulch
COPPERFIELD
The Sag Valley ROAD
TIMBER CANYON SPR.
Little Timber Canyon
Canyon
Squaw
HAN WOODS RD.
Ditch Gulch
86
12
BAKER
Young
GRADE SCHOOL
EAGLE
PICKLER
Newt
TARTAR SPR.
TIMBER CANYON RES.
GULCH RES.
DENSLEY RES.
DENSLEY SPR.
Robinett
T 9 S

J

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: September 13, 1984

FROM: Michael K Shultz
Michael K. Shultz
Rural Program Coordinator

SUBJECT: Pine Cr. (Row Lane) Br. #01C826
Baker County
HBR Off-Systems Project

The subject project was approved by H. S. Coulter, May 7, 1984 in the Highway Bridge Replacement Program through 1987. The subject project is shown as a 1986 Off-Systems Local Project.

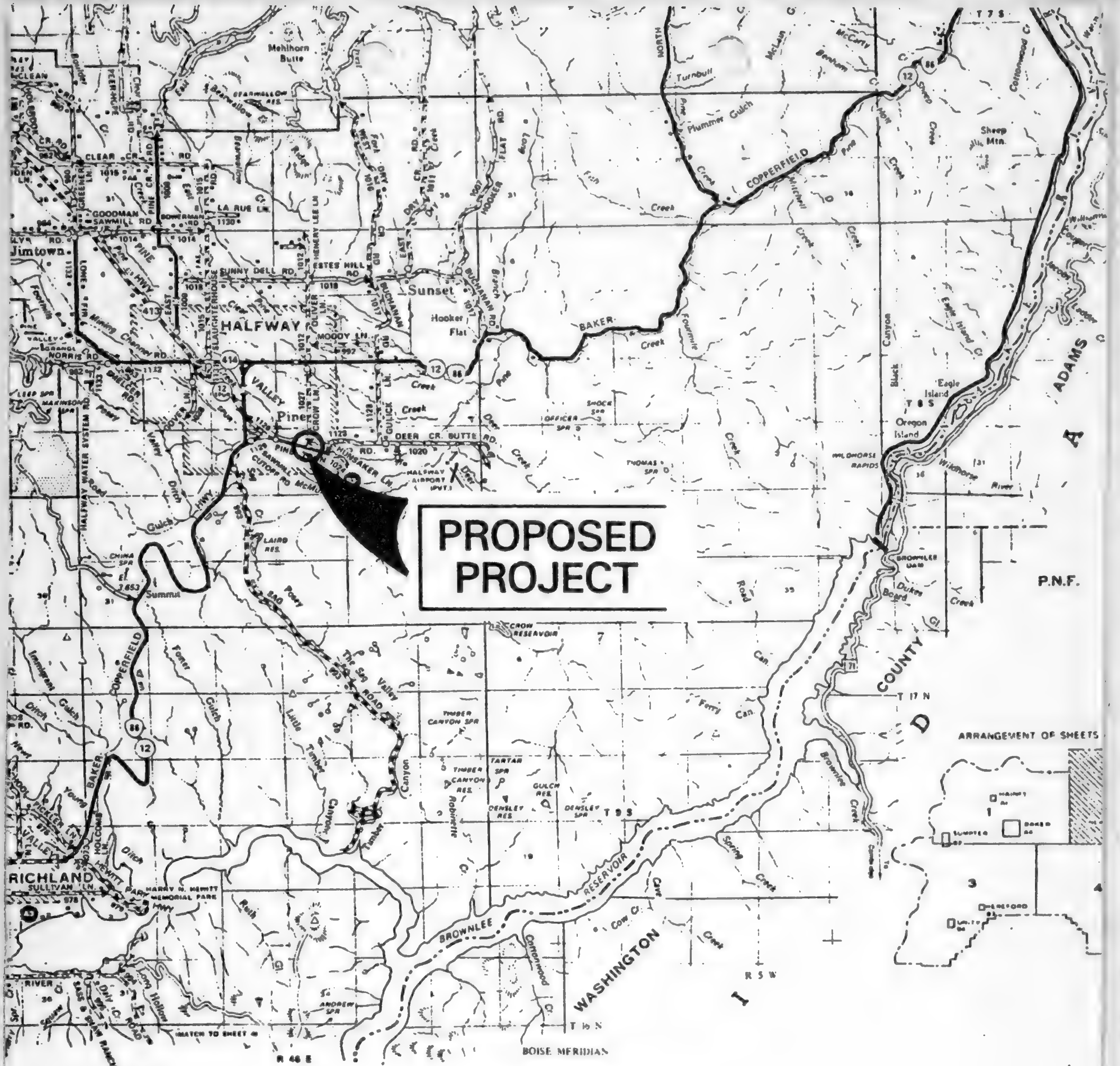
No additional right-of-way is anticipated. Preliminary and construction engineering will be provided by the State. The State will provide a bridge design, plans and specifications at no cost to the County under ORS 366.155. Enclosed are the project prospectus forms for distribution.

MKS:pf
Enclosure

cc: Hank Wakerlig - Please add to PCS.
W. F. Cobine - Please program with FHWA.
F. E. Terpin
J. B. Boyd
Don Aman
Cam Gilmour
George Strawn
L. E. George, w/attach.
W. J. Hart, w/attach.
R. Trygstad, w/attach.
Don Adams, w/attach.
Steve Macnab, w/attach.
Ron Noble, w/attach.
R. D. Hector, Region 5
Roger Lang, Region 5

CNA # 8261
9/14/84 EM

Contains Recycled Materials


PROPOSED PROJECT
Mehlhorn Butte
Jimtown
HALFWAY
Sunset
Hooker Flat
Pine
Summit
RICHLAND
COPPERFIELD
BAKER
Plummer Gulch
Sheep Mtn.
Eagle Island
Oregon Island
WILDHORSE RAPIDS
HALFWAY AIRPORT
CROW RESERVOIR
BROWNLEE RESERVOIR
WASHINGTON
ADAMS
COUNTY
P.N.F.
ARRANGEMENT OF SHEETS
BOISE MERIDIAN
R 46 E
R 5 W
T 8 S
T 9 S
T 17 N
T 16 N
MATCH TO SHEET
HALFWAY CORNUCOPIA
EAST PINE CR. RD.
CHERRY LN.
H. WEST LN.
HARMON LN.
SLAUGHTERHOUSE RD.
PINE CR. HWY.
LONE FIR RD.
FAIRGROUNDS
12
86
413
414

ROAD INDEX MAP

BAKER COUN

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISI

IN COOPERATION WITH THE

DEPARTMENT OF TRANSPORT

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #: 02593

SECTION PINE CREEK (CROW LANE) BR. #01C826				REGION 5
STATE HIGHWAY # N/A	HIGHWAY NAME N/A		MILE POST FROM TO	LENGTH 0.1+
☐ URBAN ☒ RURAL	CITY N/A	COUNTY BAKER	ROAD/STREET NAME CROW LANE CR1027	
ROUTE # N/A	FEDERAL AID # N/A	APPLICANT (IF OTHER THAN STATE) BAKER COUNTY		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$30	GRADING	(✓)	X	FILES (#)	0
RIGHT OF WAY		$ 0	PAVING	(✓)		ACRES (#)	0
ROADWAY	$25.0		STRUCTURES	(✓)	X	RELOCATIONS (#)	0
STRUCTURES	$72.24		SIGNING	(✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$1.0					RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$38.9		DESIGN CATEGORY	(1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$137.14	WORK TYPE	(1-12)	12	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$167.14					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/85	RECOMMENDED FUNDING SOURCE HBR-OS	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	40	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Existing structure has far exceeded the expected design life. It appears on the National listing of deficient structures and is not capable of supporting modern day axle loadings.

PROPOSED SOLUTION

Replace structure with prestressed reinforced concrete bridge, widen grade and gravel surface approaches. Route may be closed during constructi

REQUESTED, REGION ENGINEER X	DATE 9/4/84		
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE		
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR

PROGRAM SECTION
MANAGER ...... RESOURCE UNIT ......
FA UNIT ...... PROGRAM UNIT ......
SEP 06 1984
REFER TO...... FUNDING
R/D ...... ACT ...... REPLY ......
DISC ...... INFO ...... FILE ......

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION PINE CREEK (CROW LANE) BR. #01C826

REGION 5

PROJECT JUSTIFICATION

Replacement of this structure is of high priority with the County Court. Design life of this steel truss has been exceeded. The national inventory of deficient structures show the bridge to have a sufficiency rating of 25.4. The structure width allows only one lane of traffic.

This bridge has been identified for replacement in FY 1986 by the Bridge Selection Committee. Alternate routes are available and it is anticipated the section may be closed during construction.

This project is consistent with the county's established program of replacing deficient bridges on the County Road System.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
PINE CREEK (CROW LANE) BR. #01C826

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N		

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N		
CONDITIONAL USE	N	SENSITIVE LAND	N		
FLOOD PLAIN	N	CULTURAL RESOURCE	S		
CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N		
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	S		
STATE LANDS	S	SECTION 106	N		
GEOLOGY AND MINERALS	S	NOISE STUDY	N		
BUILDING	N	SECTION 4(F)	N		
SIGNALS	N	OLD (#)		NEW (#)	
UTILITIES		(LIST BELOW)			

COMPANIES

Idaho Power

Pine Telephone System

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED
35 Gravel Rd.

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
N							13	×	13			N				N
N							14		14			N				

(Gravel Surface) **PROPOSED** (Taper 100')

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Widening					
Aggr. Base	14"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	60	28	72,240	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
PINE CREEK (CROW LANE) BR. #01C826

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project may require the acquisition of less than one acre of right-of-way for a temporary construction easement. Route may be closed during construction. If route is not closed, county will attempt to obtain donation right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge repalcement only. Nearby pasture-hay lands will not be adversely affected by the temporary construction easement. The project is consistent with the Baker County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns would not be adversely affected by the completion of the proposed project. The existing steel truss bridge is deteriorated and only allows one lane of traffic. Replacement of this structure is of high priority with the County Court. Safety would be improved as the existing structure cannot support modern day axle loadings-10 ton limit.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact is anticipated as no in-stream bents are planned and summer flows of Pine Creek are greatly reduce.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human and physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION PINE CREEK (CROW LANE) BR. #01C826

REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX	DATE 08/~~22~~ 31/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		0
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		400	932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

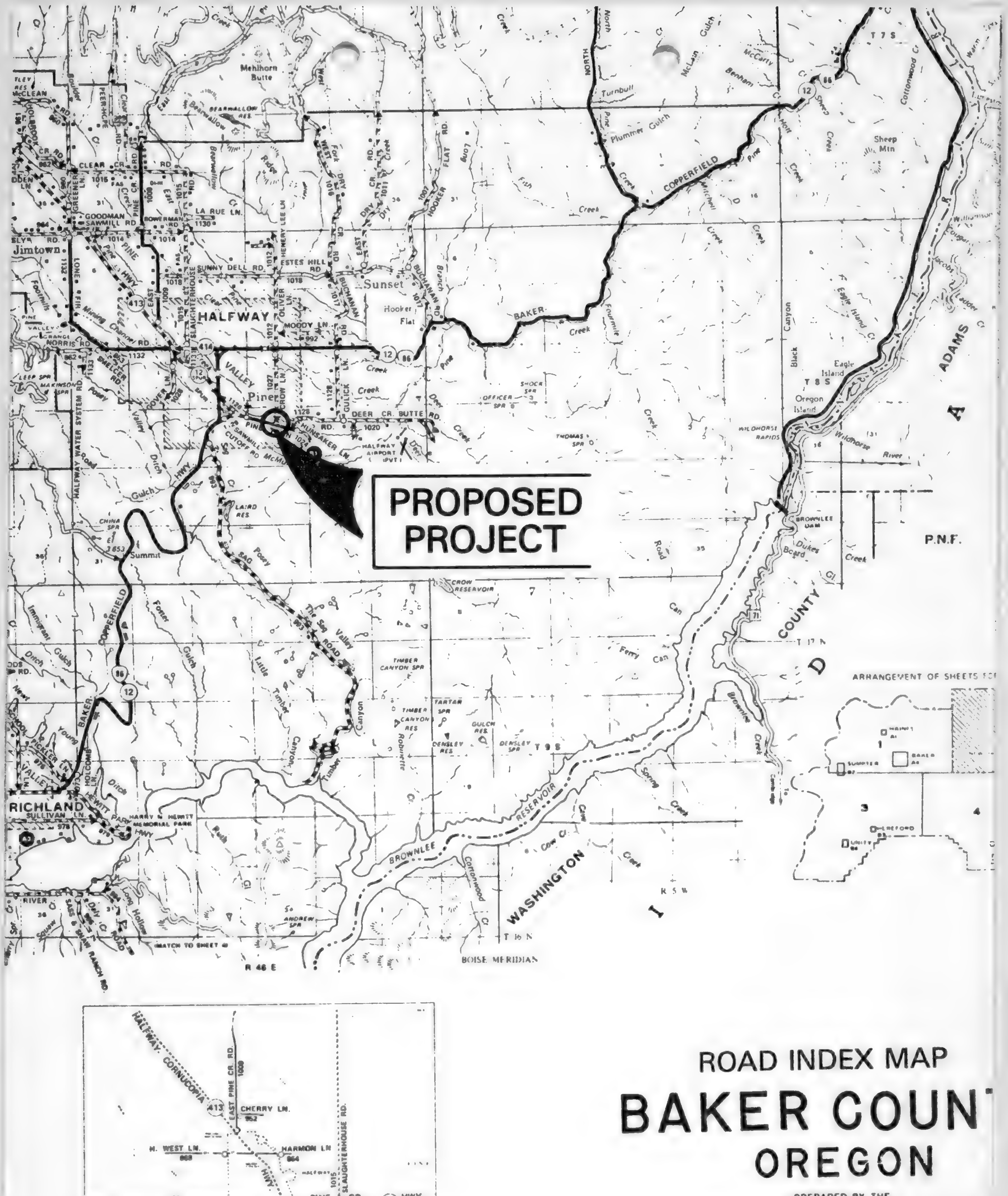
FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes. This project is 100% Local Match.

PREPARED BY Roger C. Lang	DATE 8/31/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 9/4/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-80)


PROPOSED PROJECT
HALFWAY
Pine
Sunset
Jimtown
RICHLAND
Summit
Hooker Flat
Mehlhorn Butte
Sheep Mtn
COPPERFIELD
BROWNLEE RESERVOIR
WASHINGTON
ADAMS COUNTY
Oregon Island
Eagle Island
Wildhorse Rapids
Brownlee Dam
Crow Reservoir
P.N.F.
BOISE MERIDIAN
R 46 E
T 7 S
T 8 S
T 9 S
MATCH TO SHEET
ARRANGEMENT OF SHEETS
HALFWAY CORNUCOPIA
EAST PINE CR. RD.
CHERRY LN.
H. WEST LN.
HARMON LN
SLAUGHTERHOUSE RD.
PINE CR. HWY.
LONE FIR RD.
FAIRGROUNDS

ROAD INDEX MAP

BAKER COUNT

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISIO

IN COOPERATION WITH THE

DEPARTMENT OF TRANSPORT

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

BAKER Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02543

SECTION PINE CREEK (CROW LANE) BR. #01C826

REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX	DATE 08/~~22~~ 31/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$10,000	$~~10,000~~	915 AUDITS	$	$	933 SURFACE DESIGN	$ 300	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	800		935 SOILS	1,000	
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	1,500		920 PROGRAM MANAGEMENT	200		937 HYDRAULICS	1,500	
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	-0-		923 ENVIRONMENTAL SECTION	2,000		950 TRAINING	-0-	-0-
910 REGION GEOLOGIST	1,000	~~1,000~~	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	-0-		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	6,000	~~6,000~~	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN	5,000		929 FREE BRIDGE SPECIFICATION	2,500	
914 REGION UTIL-ITY LIAISON	400	~~400~~	932 RAILROAD & UTILITIES	200				

RIGHT-OF-WAY PREFIX	TOTALS	$32 600 | $
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes. This project is 100% Local Match.

9-25-84
C.L.

PREPARED BY Roger C Lang	DATE 8/31/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 9/4/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

BAKER Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# [illegible]

SECTION PINE CREEK (CROW LANE) BR. #01C826

REGION 5

Co. **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 201-1991

DATE 08/~~22~~ 31/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		2,000	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		5,000	929 Free Br. Specs.		1,000
914 REGION UTILITY LIAISON		400	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$32,600
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRCS-0100(9)

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes. This project is 100% Local Match.

PROGRAM SECTION

MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
DEC 07 1984
REFER TO ____________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

APPROVED BY ST. HWY. ENGR. 5-7-84

PREPARED BY Roger C Lang	DATE 8/31/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER X	DATE 9/4/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-84	

734-1914 (7-82)

FEDERAL AID PROJECT REQUEST

Date August 22, 1984

Applicant Agency Baker County

Request for: Off-System____, FAS-C____, FAUS____ Project HBR 03

Federal Aid Route No. N/A Route Name Crow Lane, CR 1027

Project Name Pine Creek (Crow Lane) Bridge

Project Length 0.1 m.t Project Location (Attach sketch map)

Project Description Widening, Grading, Gravel Surface and Structure

(Request structure be prestressed reinforced concrete slab span)

Average Daily Traffic 40 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26 Travel Lanes 2 - 10 Shoulders 3

Medians none Parking none

Sidewalks none

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2 - 10 Shoulders 4

Medians None Parking None

Curbed None Length Curb Radii None

Sidewalk/Bikeway No Remote area does not warrant

Remarks Bridge elevation should match existing roadway surface close as possible

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By Applicant

4. **Permanent Striping:**

Include in project or by applicant? No

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

Br. No. 01c826

1. **Existing Structure:**

Location Pine Creek (Crow Lane)

Type Steel Truss

Approach Roadway Width 20 Shoulder Width 3

Length 56 Width 16

To remain in place? NO

2. **Proposed Structure:**

Location Same as above

Approximate Size: Length 60 Width 28

Are sidewalk/bikeways desired: No. Remote location does not warrant cost of constructior

Are any utilities to be attached to structure? Yes - Telephone Cable

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? No

Remarks Route may be closed during construction.
Minimum closure time requested.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad ____
Existing Crossing Protection ____

2. Will existing railroad crossing be altered? ____

Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Rick Traw, Roadmaster Office
2.	Environmental	Rick Traw, Roadmaster Office
3.	Public Hearing	Rick Traw, Roadmaster Office

Remarks Minimal action plan requirements anticipated for this porject.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant______ State X Consultant______

3. Will applicant perform any work prior to or after award of contract?

Yes______ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 25,000.00
Right-of-way costs (if participating)	
Traffic control	1,000.00
Illumination	
Structures	72,000.00
Railroad	
Other	38,900.00
Preliminary engineering	30,000.00
PROJECT TOTAL	$ 167,140.00

Remarks County requests free Bridge Design and Specifications as provided for by Oregon Revised Statutes. Suggested Bid Opening July 1985

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Baker COUNTY

By______ By Carey L Smith

By______ By

By Ben K Dealcony

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA AUG 31 1984 ☐
RECEIVED
REGION 5 OFFICE

1985 Powder River (W.Dredge Lp. 10,151
Rd.) Bridge Sec. on W.Dredge Loop Rd.
(Structure)

C+A 8432 5-23-85

Refund to Baker County

POSTING TAG

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
FEB 25 1988
REFER TO ______
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

JK/plN/3-29-85 PII (V-11)

AGY
32

TRANS CODE	BI	CURRENT DOC. NO.	DOC. SUF.	DOC. DATE	VENDOR NO.	VEN. SUF.	EXPEND. ACCT.	SUBJOB	SPEC. D	ORG. UNIT
256		ECO22388	01	022388	000187488	00				

OBJECT DETAIL	DUE DATE	REVENUE SOURCE	AGY. SRC.	ACTIVITY	REFERENCE DOC NO.	REF. SUF.	MOD	INVOICE NO.

QUANTITY	AMOUNT	REV	CHECK NO.	SUBSIDIARY ACCT.
	250120			F0387402

REFERENCE CODE	MSA CODE	GL	RPI

VENDOR NAME

ADDRESS-1

ADDRESS-2

ADDRESS-3

CITY	STATE	ZIP CODE

PROGRAM	APPN. SYMBOL	FUND CODE	FUND DET	FNI SRC	SOH TR	CNTY CODE	AGREEMENT NO.	AGR. SUF.
0203001002	202	002	01	0			F03874	02

Cash refund on BROS 1000 (10 & 12)
To Baker Co

D Galda

2-23-88
DG.

10,151

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: February 11, 1988

COUNTY: Baker AGREEMENT NO: 8432 PROJECT NO: BROS-0100(10&12)

CONTRACT NO: 10,151 SECTION: Powder River (W. Dredge Loop Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C201-1995

	Participating	Non Participating
Project Manager	$ 1,266.49	$
Final Design	1,730.35	
Traffic Section	16.84	
Utilities Liaison	22.13	
Location	445.07	
Program Section	82.11	
Environmental Studies	1,618.50	
Administrative Services	24.67	
Structural Foundations	2,812.93	
Free Bridge Design	4,736.79	807.45
Free Specifications	1,528.97	
Surface Design Engineer	231.95	
Hydraulics	904.21	
Prepare Permits	47.29	
Total P.E. Cost	$ 15,468.37	$ 807.45
Less Free Bridge Design & Spec.'s	(6,265.76)	(807.45)
Total P.E. Cost Chargeable to County	$ 9,202.54	$ -0-

CONSTRUCTION PREFIX C10151

	Participating	Non Participating
Payment to Contractor	$ 72,272.65	$
Interest on Final Payment		65.01
Accounting	42.45	
Field Engineering	6,819.39	
Technical Services	985.45	
Construction Branch	93.81	
Materials Section	2,512.35	
Prepare Permits	10.55	
Utility Liaison	17.68	
Program Section	18.53	
Total Construction Cost	$ 82,772.86	$ 65.01

SUMMARY

Total Participating P.E. Cost		$ 9,202.54
Total Participating Const. Cost		82,772.86
Total Participating Cost		$ 91,975.40
Federal Funds		
P.E. (80%)	$ 7,362.03	
Const. (80%)	66.218.29	$ (73,580.32)
Subtotal		18,395.08
Less State Share of Const. Cost Only		(8,277.29)
Plus Non Participating County Cost		65.01
County's Advance Deposits		
AD #85-42	$ 4,400	
AD #85-120	7,084	
AD #85-133	1,200	(12,684.00)
REFUND DUE COUNTY		$ (2,501.20)

MKS:me

```
PAGE     1

                 JOB COST SUMMARY RUN ON  02-05-88
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 01/29/88

                                     CREW     CURRENT      BALANCE TO
EA         ACTIVITY OBJ-DETAIL NUMBER    MONTH           DATE
--         -------- ---------- ------    -------      -----------                         Account 42.45
C10151               136        0500 ALL                      6.36 ALL
C10151               146        8056                        143.53
C10151               199        0530 -ALL                    19.76 ALL
C10151               199        8056                         19.32
C10151               300        8056                     72,272.65
C10151               349        8056                         65.01 Non Participative interest
C10151               550        8056                        556.80
C10151               550        8213                         78.20
C10151               550        8215                         14.00
C10151               555        0521-ALL                     15.01 ALL
C10151               555        0531 -ALL                     1.32 ALL
ACTIVITY                                                               73,191.96 SUBTOTAL

C10151    010        001        0813                         68.14
C10151    010        001        0821                         25.67
ACTIVITY    010                                                           93.81 SUBTOTAL — construction

C10151    020        001        1094                        141.42
ACTIVITY    020                                                          141.42 SUBTOTAL — ~~Geo~~ soils & Geology

C10151    250        001        1094
ACTIVITY    250                                                                 SUBTOTAL

C10151    900        001        5000                        486.64
C10151    900        001        5011                        109.53
C10151    900        001        8007                         49.37
C10151    900        001        8008                         76.24
C10151    900        001        8014                        244.17
C10151    900        001        8056                      3,818.69
C10151    900        008        8056                         62.41
C10151    900        030        5000                        108.30
C10151    900        030        8056                        605.73
C10151    900        032        1094                         26.52
C10151    900        032        8056                        124.03
C10151    900        130        7430                         21.00
C10151    900        150        8056                         15.51
C10151    900        548        8036                         30.40
C10151    900        550        5011                         28.00
C10151    900        550        8056                        177.00
C10151    900        574        8056                         24.00
ACTIVITY    900                                                        6,007.54 SUBTOTAL

C10151    901        001        7430                        687.43
C10151    901        267        7000                         50.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     2

                 JOB COST SUMMARY RUN ON  02-05-88
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 01/29/88

                                    CREW        CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--        -------- ---------- ------       -------      ----------
ACTIVITY    901                                                         737.43 SUBTOTAL — Technical services

C10151    914      001        7700                           17.68
ACTIVITY    914                                                          17.68 SUBTOTAL

C10151    920      001        0612                           18.53
ACTIVITY    920                                                          18.53 SUBTOTAL

C10151    921      504        7200                          106.60
ACTIVITY    921                                                         106.60 SUBTOTAL — Technical services

C10151    940      001        8213                          989.73 Eugene
C10151    940      001        8221                           47.28
C10151    940      030        8213                           48.34 Eugene
C10151    940      550        8213                           38.50 Eugene
C10151    940      551        8052                          452.00
C10151    940      551        8056                          659.00
C10151    940      551        8213                          121.50 Eugene
C10151    940      551        8215                          156.00
ACTIVITY    940                                                       2,512.35 SUBTOTAL

C10151    964      001        7700                           10.55
ACTIVITY    964                                                          10.55 SUBTOTAL

EA          C10151 TOTAL                                             82,837.87

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                  JOB COST SUMMARY RUN ON  02-05-88
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 01/29/88

                                CREW        CURRENT     BALANCE TO
EA       ACTIVITY OBJ-DETAIL  NUMBER        MONTH         DATE
--       -------- ----------  ------       -------     ----------
C2011995                       0100                      5,185.78 ***
C2011995             130       7400                        113.20
C2011995             194       0100                          2.03
C2011995             194       7100                          1.79
C2011995             194       7400                         39.01
C2011995             199       0100
C2011995             199       7100
C2011995             199       7400
C2011995             504       0100                         53.00
C2011995             504       7363                         31.20
C2011995             504       7430                          7.20
C2011995             560       7363                           .60
ACTIVITY                                                                5,433.81 SUBTOTAL

C2011995 010         130       7400
ACTIVITY   010                                                                   SUBTOTAL

C2011995 900         130       7400                         50.56
C2011995 900         130       7430
ACTIVITY   900                                                             50.56 SUBTOTAL

C2011995 903         001       5011                      1,852.49
C2011995 903         001       7400
C2011995 903         001       7420                        472.07
C2011995 903         001       7421                         70.77
C2011995 903         001       7430                        749.05
C2011995 903         100       5011                         60.00
C2011995 903         102       5011                         60.00
C2011995 903         106       5011                        103.13
C2011995 903         504       0100                          7.20
C2011995 903         548       0961                         40.40
C2011995 903         550       5011                        632.00
ACTIVITY   903                                                          4,047.11 SUBTOTAL

C2011995 905         001       7000                         24.94
C2011995 905         001       7330                        263.81
C2011995 905         001       7360                        104.76
C2011995 905         001       7361                         11.99
C2011995 905         001       7363                        195.27
C2011995 905         001       7364                        306.27
C2011995 905         130       7300                          6.00
C2011995 905         504       0100                         73.80
ACTIVITY   905                                                            986.84 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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159.41 not included TO 927

159.41
1368.14

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                    JOB COST SUMMARY RUN ON  02-05-88
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 01/29/88

                                   CREW      CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER      MONTH          DATE
--        -------- ---------- ------     -------      ----------
C2011995 907      001        7331                          16.84
ACTIVITY   907                                                         16.84 SUBTOTAL ✓

C2011995 914      001        7700                          22.13
ACTIVITY   914                                                         22.13 SUBTOTAL ✓

C2011995 920      001        0631                          82.11
ACTIVITY   920                                                         82.11 SUBTOTAL ✓

C2011995 921      001        7200                          81.96
C2011995 921      136        0500                         337.58
C2011995 921      501        7200                          85.50
C2011995 921      504        0100                           5.50
C2011995 921      504        7200                          25.50
ACTIVITY   921                                                        536.04 SUBTOTAL  To 929

C2011995 923      001        7430                       1,536.54
C2011995 923      001        7530                          81.96
ACTIVITY   923                                                     1,618.50 SUBTOTAL ✓

C2011995 927      001        7430                       2,209.64
ACTIVITY   927                                                     2,209.64 SUBTOTAL ✓

C2011995 929      001        7200                         992.93
ACTIVITY   929                                                       992.93 SUBTOTAL  992.93 + 536.04 =  1528.97

C2011995 933      001        7100                          39.12
C2011995 933      001        7141                         163.49
C2011995 933      030        7141                          29.34
ACTIVITY   933                                                       231.95 SUBTOTAL ✓

C2011995 964      001        7000                          57.84
C2011995 964      001        7700                         -10.55
ACTIVITY   964                                                        47.29 SUBTOTAL ✓

EA         C2011995 TOTAL                                        16,275.75

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,151 jc cc: OSHD (Rulien) 10151 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF REPORT Sept. 14, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-0100(12)
COMPLETION DATE (Actual) Aug. 29, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY February 20, 1987	TIME ELAPSED 98 %	CONTRACT TIME Aug. 31, 1986

LOCATION
Powder River (W. Dredge Loop Rd.) Br. Section about 1 mile southeast of Sumpter.

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~ (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
SEP 23 '87
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

cy 9/29

1. Description of Improvement as Programed:
   - A. Removal of existing structure.
   - B. Construction of Bridge No. 16798. Length: 41 ft. Roadway Width: 27.5 ft.
   - C. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: A & R Construction
3. Contract Amount: $72,272.65
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title Fr Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE	TITLE District Engineer	DATE 9/22/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,15

April 10, 1987

CON 5 - 10,151

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On March 2, 1987, we wrote to you concerning release of final payment on Contract No. 10,151 awarded to A & R Construction, Inc. dba Laco Construction Co., for work on the Powder River Bridge on West Dredge Loop Road in Baker County.

Final payment on this contract is $1,498.13 and the total contract amount is $72,272.65. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: A & R Construction, Inc.
dba Laco Construction Co.
P. O. Box 881
Lewiston, ID 83501

Safeco Insurance Company of America
P.O. Box 2726 T.A.
Spokane, WA 99220

bc: C. O. Fredrickson
Walt Hart
Robert Hector

: 10,151

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10151

TO: Commission Services **DATE:** February 20, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10151, On Site Work Substantially Completed August 29, 1986

All Work Completed December 5, 1986

Project Powder River (W. Dredge Loop Road) Bridge

Highway West Dredge Loop Road (County Road)

County Baker

Type of Work Structure

Contractor A & R Construction

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent - 3-2-87

RECEIVED
FEB 24 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10151

10151

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE OREGON	**FEDERAL AID PROJECT NO.** BROS-100(12)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 10/16/85 To: 9/22/87

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
82,837.87	82,772.86	80%	66,218.29	66,218.29	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______________________ *State Highway Agency*

By ______________ ______________ ______________
Authorized Officer *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ______________

Adjustments $ ______________

Amount Approved $ ______________

SIGN ORIGINAL COPY ______________________
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	POWDER RIVER (W. DREDGE LOOP RD.) BRIDGE SECTION COUNTY ROAD BAKER COUNTY					
	Construction Type Code X080 Powder River Bridge (No.16798) (Sta. 99+96 to Sta. 100+37)					
	Final Contract Payment Summary	Lump Sum			69,680.45	
	Type Code E000 Roadway (Sta. 98+79 to Sta. 99+96 and Sta. 100+37 to Sta. 101+54)					
	Final Contract Payment Summary	Lump Sum			2,592.20	
					72,272.65	
	Construction Engineering					
	State	All Required			10,500.21	
	TOTAL PARTICIPATING PROJECT COST				82,772.86	
	Non-Participating Project Cost					
	Interest on Final Payments	All Required			65.01	
	TOTAL PROJECT COST				$82,837.87	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/17/87.					
	AMOUNT CARRIED FORWARD					

4/23/87 C 327

OREGON STATE HIGHWAY DIVISION

REQUEST FOR WARRANT

BRos-100 (12)

Payable to: A&R Const
PO Box 881
Lewiston ID 83501

Project No.:

Hwy. Agr. No.:

Contract No.: 10151

Project:

Estimate No.: 8 Final

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	1500.00		
	Interest on 1498.13 from 1/4/87-4/1/87. 88 days @ .7388/day	65.01		
	Totals			
	Retained ___%			
	Total Payments	1565.01		

Approved by:

Prepared by: Rosalyn Wickham

Common Data Elements

Doc. No. ~~BW~~ C10151

03 30 87
Month Day Year

CPS = 1.87CR

Agency 02 Vendor #0000961837 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C10151	006	8056					1500.00	C10151		
02	223	↓	001	↓	349				65.01			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
                                                                              03/30/87
          OREGON DEPARTMENT OF TRANSPORTATION
                   HIGHWAY DIVISION                                           PAGE     1
RACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

C10151        ESTIMATE NUMBER: 008            A & R CONSTRUCTION, INC.

       CONTRACT            LIQUIDATED              RETAINAGE        FORCE ACCOUNT            NETPAY
       PAYMENT               DAMAGE                                     AMOUNT

         72,272.65               0.00               1,500.00               0.00            70,772.65
         72,274.52               0.00               1,500.00               0.00            70,774.52

             1.87-               0.00                   0.00               0.00                1.87-

       CONTRACT            LIQUIDATED              RETAINAGE        FORCE ACCOUNT            NETPAY
       PAYMENT               DAMAGE                                     AMOUNT

             1.87-               0.00                   0.00               0.00                1.87-

             1.87-               0.00                   0.00               0.00                1.87-



HLIESKI- REGION 5

: STANDARD RETAINAGE

:      1,500.00

:
```

Ch# C151   3-30-87

BROS-100(12)

```
                                                                                                   03/30/87
                                    OREGON DEPARTMENT OF TRANSPORTATION
                                             HIGHWAY DIVISION
FMCP010-1        CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE          PAGE    1
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[illegible] # C151   3-30-87

```
CONTRACT NUMBER:  C10151          ESTIMATE NUMBER: 008          A & R CONSTRUCTION, INC.

                           CONTRACT          LIQUIDATED           RETAINAGE       FORCE ACCOUNT         NETPAY
NUMBER    NUMBER           PAYMENT             DAMAGE                                AMOUNT

AMOUNT TO DATE:           72,272.65              0.00              1,500.00            0.00             70,772
PRIOR AMOUNT:             72,274.52              0.00              1,500.00            0.00             70,774

[illegible]SENT AMOUNT:          1.87-              0.00                  0.00            0.00                  1

EA-       SUB-             CONTRACT          LIQUIDATED           RETAINAGE       FORCE ACCOUNT         NETPAY
NUMBER    NUMBER           PAYMENT             DAMAGE                                AMOUNT

C10151     011                  1.87-              0.00                  0.00            0.00                  1

        TOTAL                   1.87-              0.00                  0.00            0.00                  1



PROJECT MANAGER-SCHLIESKI- REGION 5

TYPE OF RETAINAGE : STANDARD RETAINAGE

LUMP SUM          :        1,500.00

PERCENT RETAINED  :
```

BROS -100(12)

ACT PAYMENT VOUCHER

COUNTY BAKER		CONTRACT NO. C10151	ESTIMATE NO. 8
HIGHWAY WEST DREDGE LOOP RD (COUNTY RD)		FEDERAL AID PROJECT NO. BROS0100012	
SECTION POWDER RIVER(W DREDGE LOOP RD) BRIDGE			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
IZATION		LUMP SUM	7000.0000	100.000	7000.00	A 7000.00	
ORARY PROTECTION AND DIRECT OF TRAF		LUMP SUM	300.0000	100.000	300.00	A 300.00	
ORARY SIGNS		SQ FT	8.0000	48.500	388.00	A 388.00	
RARY BARRICADES		EACH	80.0000	8.000	640.00	A 640.00	
TRENCH EXCAVATION		CU YD	3.0000	42.100	126.30	B 126.30	
AL EXCAVATION		CU YD	4.0000	116.300	465.20	B 465.20	
EGATE SHOULDERS		CU YD	19.0000	105.300	2000.70	B 2000.70	
RAIL TYPE 2A		LIN FT	16.5000	150.000	2475.00	A 2475.00	
RAIL TYPE 3		LIN FT	30.0000	100.000	3000.00	A 3000.00	
RAIL ANCHORS TYPE 1		EACH	400.0000	4.000	1600.00	A 1600.00	
END PIECES TYPE C		EACH	100.0000	4.000	400.00	A 400.00	
E RIPRAP CLASS 200		CU YD	16.0000	102.600	1641.60	A 1641.60	
R BLANKET		CU YD	5.0000	17.500	87.50	A 87.50	
GE REMOVAL WORK		LUMP SUM	1800.0000	100.000	1800.00	A 1800.00	
CTURE EXCAVATION		CU YD	7.0000	70.400	492.80	A 492.80	
ISH PILE DRIVING	EQUIPMENT	LUMP SUM	3760.0000	100.000	3760.00	A 3760.00	
ISH HP 10X42	STEEL PILING	LIN FT	14.5000	330.000	4785.00	A 4785.00	
E STEEL PILES		LIN FT	2.5000	320.250	800.63	A 802.50	1.87-
CTURAL CONCRETE	CLASS 3300	LUMP SUM	11040.0000	100.000	11040.00	A 11040.00	
FORCEMENT		LUMP SUM	2107.0000	100.000	2107.00	A 2107.00	
0'/45' PRESTRESSED	SLABS	EACH	3340.0000	7.000	23380.00	A 23380.00	
RAIL WITH TUBING		LIN FT	40.0000	100.000	4000.00	A 4000.00	
ICE AGREEMENT ITEMS							
O REVISE INSURANCE	COVERAGE	LUMP SUM	83.0000-	100.000	83.00-	A 83.00-	
GUARDRAIL ANCHOR	PLATES	EACH	16.4800	4.000	65.92	A 65.92	

87 PG. 01 C10151	TOTAL CONTRACT ITEMS			
	FORCE ACCOUNT			

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY BAKER		CONTRACT NO. C10151	ESTIMATE NO. 6
HIGHWAY WEST DREDGE LOOP RD (COUNTY RD)		FEDERAL AID PROJECT NO. BROS0100012	
SECTION POWDER RIVER(W DREDGE LOOP RD) BRIDGE			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	11 MOBILIZATION	LUMP SUM	7000.0000	100.000	7000.00	A 7000.00
002	11 TEMPORARY PROTECTION AND DIRECT OF TRAF	LUMP SUM	300.0000	100.000	300.00	A 300.00
003	11 TEMPORARY SIGNS	SQ FT	8.0000	48.500	388.00	A 388.00
004	11 TEMPORARY BARRICADES	EACH	80.0000	8.000	640.00	A 640.00
005	11 TOE TRENCH EXCAVATION	CU YD	3.0000	42.100	126.30	B 126.30
006	11 GENERAL EXCAVATION	CU YD	4.0000	116.300	465.20	B 465.20
007	11 AGGREGATE SHOULDERS	CU YD	19.0000	105.300	2000.70	B 2000.70
008	11 GUARD RAIL TYPE 2A	LIN FT	16.5000	150.000	2475.00	A 2475.00
009	11 GUARD RAIL TYPE 3	LIN FT	30.0000	100.000	3000.00	A 3000.00
010	11 GUARD RAIL ANCHORS TYPE 1	EACH	400.0000	4.000	1600.00	A 1600.00
011	11 RAIL END PIECES TYPE C	EACH	100.0000	4.000	400.00	A 400.00
012	11 LOOSE RIPRAP CLASS 200	CU YD	16.0000	102.600	1641.60	A 1641.60
013	11 FILTER BLANKET	CU YD	5.0000	17.500	87.50	A 87.50
014	11 BRIDGE REMOVAL WORK	LUMP SUM	1800.0000	100.000	1800.00	A 1800.00
015	11 STRUCTURE EXCAVATION	CU YD	7.0000	70.400	492.80	A 492.80
016	11 FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	3760.0000	100.000	3760.00	A 3760.00
017	11 FURNISH HP 10X42 STEEL PILING	LIN FT	14.5000	330.000	4785.00	A 4785.00
018	11 DRIVE STEEL PILES	LIN FT	2.5000	320.250	800.63	A 802.50
019	11 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	11040.0000	100.000	11040.00	A 11040.00
020	11 REINFORCEMENT	LUMP SUM	2107.0000	100.000	2107.00	A 2107.00
021	11 4'x40'/45' PRESTRESSED SLABS	EACH	3340.0000	7.000	23380.00	A 23380.00
022	11 METAL RAIL WITH TUBING	LIN FT	40.0000	100.000	4000.00	A 4000.00
	PRICE AGREEMENT ITEMS					
3001A	11 CR TO REVISE INSURANCE COVERAGE	LUMP SUM	83.0000-	100.000	83.00-	A 83.00-
3002A	11 REV GUARDRAIL ANCHOR PLATES	EACH	16.4800	4.000	65.92	A 65.92

DATE 03 30 87 PG. 01 C10151	TOTAL CONTRACT ITEMS		
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

TRACT PAYMENT VOUCHER

COUNTY

CONTRACT NO. C10151

ESTIMATE NO. 8

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
Type Code	"P" Construction Cost					
A X080	$69,680.45					
B E000	2,592.20					
Totals	$72,272.65					
87 PG. 02 C10151			TOTAL CONTRACT ITEMS	72272.65	72274.52	1.87-
			FORCE ACCOUNT			

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C10151

ESTIMATE NO. 8

FEDERAL AID PROJECT NO.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
	Type Code	'P' Construction Cost				
	A X080	$ 69,680.45				
	B E000	2,592.20				
	Totals	$ 72,272.65				

DATE 03 30 87 PG. 02 C10151	TOTAL CONTRACT ITEMS	72272.65	72274.5
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

```
                        JOB COST SUMMARY RUN ON  01-13-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 01/08/88

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C10151   000             136        0500                                  6.36
OBJ-DETAIL 136                                                            6.36

C10151   000             146        8056                                143.53
OBJ-DETAIL 146                                                          143.53

C10151   000             199        0530                                 18.46
OBJ-DETAIL 199                                                           18.46

C10151   000             550        8056                                556.80
C10151   000             550        8213                                 78.20
C10151   000             550        8215                                 14.00
OBJ-DETAIL 550                                                          649.00

C10151   000             555        0521                                 15.01
C10151   000             555        0531                                  1.32
OBJ-DETAIL 555                                                           16.33

ACTIVITY                                                                833.68 SUBTOTAL

C10151   000    010      001        0813                                 68.14
C10151   000    010      001        0821                                 25.67
OBJ-DETAIL 001                                                           93.81

ACTIVITY   010                                                           93.81 SUBTOTAL

C10151   000    020      001        1094                                141.42
OBJ-DETAIL 001                                                          141.42

ACTIVITY   020                                                          141.42 SUBTOTAL

C10151   000    250      001        1094
OBJ-DETAIL 001

ACTIVITY   250                                                                 SUBTOTAL

C10151   000    900      001        5000                                486.64
C10151   000    900      001        5011                                109.53
C10151   000    900      001        8007                                 49.37
C10151   000    900      001        8008                                 76.24
C10151   000    900      001        8014                                244.17
C10151   000    900      001        8056                              3,818.69
OBJ-DETAIL 001                                                        4,784.64

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE    16

                                JOB COST SUMMARY RUN ON  01-13-88
                           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                   PAYROLL CHARGES ARE LOADED
                                 CHARGES ARE CURRENT TO 01/08/88

                                           CREW   MSA              CURRENT          BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH              DATE
--        ------ -------- ---------- ------ -----            -------          ----------
C10151    000    900      008        8056                                          62.41
OBJ-DETAIL 008                                                                     62.41

C10151    000    900      030        5000                                         108.30
C10151    000    900      030        8056                                         605.73
OBJ-DETAIL 030                                                                    714.03

C10151    000    900      032        1094                                          26.52
C10151    000    900      032        8056                                         124.03
OBJ-DETAIL 032                                                                    150.55

C10151    000    900      130        7430                                          21.00
OBJ-DETAIL 130                                                                     21.00

C10151    000    900      150        8056                                          15.51
OBJ-DETAIL 150                                                                     15.51

C10151    000    900      548        8036                                          30.40
OBJ-DETAIL 548                                                                     30.40

C10151    000    900      550        5011                                          28.00
C10151    000    900      550        8056                                         177.00
OBJ-DETAIL 550                                                                    205.00

C10151    000    900      574        8056                                          24.00
OBJ-DETAIL 574                                                                     24.00

ACTIVITY   900                                                                  6,007.54 SUBTOTAL

C10151    000    901      001        7430                                         687.43
OBJ-DETAIL 001                                                                    687.43

C10151    000    901      267        7000                                          50.00
OBJ-DETAIL 267                                                                     50.00

ACTIVITY   901                                                                    737.43 SUBTOTAL

C10151    000    914      001        7700                                          17.68
OBJ-DETAIL 001                                                                     17.68

ACTIVITY   914                                                                     17.68 SUBTOTAL

C10151    000    920      001        0612                                          18.53

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  01-13-88
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 01/08/88

                                            CREW    MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----        -------       ----------
OBJ-DETAIL 001                                                             18.53

ACTIVITY   920                                                             18.53 SUBTOTAL

C10151    000    921      504        7200                                 106.60
OBJ-DETAIL 504                                                            106.60

ACTIVITY   921                                                            106.60 SUBTOTAL

C10151    000    940      001        8213                                 989.73
C10151    000    940      001        8221                                  47.28
OBJ-DETAIL 001                                                          1,037.01

C10151    000    940      030        8213                                  48.34
OBJ-DETAIL 030                                                             48.34

C10151    000    940      550        8213                                  38.50
OBJ-DETAIL 550                                                             38.50

C10151    000    940      551        8052                                 452.00
C10151    000    940      551        8056                                 659.00
C10151    000    940      551        8213                                 121.50
C10151    000    940      551        8215                                 156.00
OBJ-DETAIL 551                                                          1,388.50

ACTIVITY   940                                                          2,512.35 SUBTOTAL

C10151    000    964      001        7700                                  10.55
OBJ-DETAIL 001                                                             10.55

ACTIVITY   964                                                             10.55 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                10,479.59

C10151    001             349        8056                                  65.01
OBJ-DETAIL 349                                                             65.01

ACTIVITY                                                                   65.01 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                    65.01

C10151    011             199        0530                                   1.30
C10151    011             199        8056                                  19.32

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  01-13-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 01/08/88

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--       ------ -------- ---------- ------ -----       -------      ----------
OBJ-DETAIL 199                                                           20.62

C10151   011             300        8056                             72,272.65
OBJ-DETAIL 300                                                       72,272.65

ACTIVITY                                                             72,293.27 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                              72,293.27

EA         C10151 TOTAL                                              82,837.87


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE[illegible]Y REPORT FOR CONSTRUCTION P[illegible]ECTS

Final.

PROJECT NAME (SECTION) POWDER RIVER (WEST DREDGE LOOP ROAD) BRIDGE		WEEK ENDING 11-15-86 CONTRACT NO 10151
HIGHWAY COUNTY ROAD (W DREDGE LP RD)	COUNTY BAKER	F A PROJECT NO BROS-0100(12)
CONTRACTOR A & R CONSTRUCTION	KIND OF WORK STRUCTURE	DATE OF AWARD 11-19-85
PROJECT AUTHORIZATION CURRENT AUTHORIZATION $ 88,641.51 ESTIMATED PROJECT COST $ 88,641.51 ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 0.0 %	**ENGINEERING** AUTHORIZATION $ 7,741.62 COST THIS WEEK $ 143.28 TOTAL TO DATE $ 7,060.53 PERCENT OF AUTHORIZATION 91 %	FIRST NOTIFICATION DATE 06-23-86 ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND 08-27-86 ESTIMATED SEMIFINAL SUBMITTAL DATE 11-07-86

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	08/31/86	0	0.0	0	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	100	0

ACTIVITIES THIS WEEK:

SEMI-FINAL SUBMETTED TO REGION 11-07-86.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

Joseph A. Schlieski
PROJECT MANAGER (SIGN)
JOSEPH A. SCHLIESKI

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

```
11/08/86                                              JOB COST SUMMARY
                                              EA/S  JOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                    PAYROLL CHARGES ARE LOADED

                                                             CREW        MSA          CU
                   EA         SUBJOB    ACTIVITY   OBJ-DETAIL   NUMBER      FIELD

               C2011995        011                    194        7100
               C2011995        011                    194        7100

               C2011995        011                    194

               C2011995        011                    199        0100
               C2011995        011                    199        0100

               C2011995        011                    199        7100
               C2011995        011                    199        7100

               C2011995        011                    199

               C2011995        011

               C2011995        011

               C2011995
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          JOB COST SUMMARY                                                     PAGE      47
  JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
   PAYROLL CHARGES ARE LOADED

            CREW          MSA                  CURRENT                        CURRENT
TAIL       NUMBER        FIELD                  MONTH                         BALANCE

            7100                                        .00                             1.79
            7100                                        .00                             1.79

                                                        .00                             3.82

            0100                                        .00                              .00
            0100                                        .00                              .00

            7100                                        .00                              .00
            7100                                        .00                              .00

                                                        .00                              .00

                                                        .00                             3.82

                                                        .00                             3.82

                                                        .00                        11,089.97
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11/08/86

JOB COST SUMMARY
EA/S JOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C2011995	000	933	001	7100	
C2011995	000	933	001	7100	
C2011995	000	933	001	7141	
C2011995	000	933	001	7141	
C2011995	000	933	001		
C2011995	000	933	030	7141	
C2011995	000	933	030	7141	
C2011995	000	933	030		
C2011995	000	933			
C2011995	000	964	001	7000	
C2011995	000	964	001	7000	
C2011995	000	964	001	7700	
C2011995	000	964	001	7700	
C2011995	000	964	001		
C2011995	000	964			
C2011995	000				
C2011995	001	903	001	7400	
C2011995	001	903	001	7400	
C2011995	001	903	001	7420	
C2011995	001	903	001	7420	
C2011995	001	903	001		
C2011995	001	903			
C2011995	001	927	001	7430	
C2011995	001	927	001	7430	
C2011995	001	927	001		
C2011995	001	927			
C2011995	001				
C2011995	011		194	0100	
C2011995	011		194	0100	

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	7100		.00	39.12
	7100		.00	39.12
	7141		.00	163.49
	7141		.00	163.49
			.00	202.61
	7141		.00	29.34
	7141		.00	29.34
			.00	29.34
			.00	231.95
	7000		.00	57.84
	7000		.00	57.84
	7700		.00	10.55-
	7700		.00	10.55-
			.00	47.29
			.00	47.29
			.00	10,278.70
	7400		.00	.00
	7400		.00	.00
	7420		.00	111.17
	7420		.00	111.17
			.00	111.17
			.00	111.17
	7430		.00	696.28
	7430		.00	696.28
			.00	696.28
			.00	696.28
			.00	807.45
	0100		.00	2.03
	0100		.00	2.03

```
11/08/86                                                  JOB COST SUMMARY
                                               EA/S  JOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                     PAYROLL CHARGES ARE LOADED

                                                       CREW        MSA           CU
        EA        SUBJOB    ACTIVITY   OBJ-DETAIL     NUMBER      FIELD           M

     C2011995      000        921         001          7200
     C2011995      000        921         001          7200

     C2011995      000        921         001

     C2011995      000        921         136          0500
     C2011995      000        921         136          0500

     C2011995      000        921         136

     C2011995      000        921         501          7200
     C2011995      000        921         501          7200

     C2011995      000        921         501

     C2011995      000        921         504          0100
     C2011995      000        921         504          0100

     C2011995      000        921         504          7200
     C2011995      000        921         504          7200

     C2011995      000        921         504

     C2011995      000        921

     C2011995      000        923         001          7430
     C2011995      000        923         001          7430

     C2011995      000        923         001          7530
     C2011995      000        923         001          7530

     C2011995      000        923         001

     C2011995      000        923

     C2011995      000        927         001          7430
     C2011995      000        927         001          7430

     C2011995      000        927         001

     C2011995      000        927

     C2011995      000        929         001          7200
     C2011995      000        929         001          7200

     C2011995      000        929         001

     C2011995      000        929
```

```
           CREW         MSA                 CURRENT                      CURRENT
ETAIL      NUMBER       FIELD               MONTH                        BALANCE

           7200                                          .00                        81.96
           7200                                          .00                        81.96

                                                         .00                        81.96

           0500                                          .00                       337.58
           0500                                          .00                       337.58

                                                         .00                       337.58

           7200                                          .00                        85.50
           7200                                          .00                        85.50

                                                         .00                        85.50

           0100                                          .00                         5.50
           0100                                          .00                         5.50

           7200                                          .00                        25.50
           7200                                          .00                        25.50

                                                         .00                        31.00

                                                         .00                       536.04

           7430                                          .00                     1,536.54
           7430                                          .00                     1,536.54

           7530                                          .00                        81.96
           7530                                          .00                        81.96

                                                         .00                     1,618.50

                                                         .00                     1,618.50

           7430                                          .00                     1,513.36
           7430                                          .00                     1,513.36

                                                         .00                     1,513.36

                                                         .00                     1,513.36

           7200                                          .00                       992.93
           7200                                          .00                       992.93

                                                         .00                       992.93

                                                         .00                       992.93
```

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11/08/86                                                      JOB COST SUMMARY
                                                   EA/ JOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
                                                         PAYROLL CHARGES ARE LOADED

                                                           CREW       MSA             CU
               EA       SUBJOB    ACTIVITY   OBJ-DETAIL   NUMBER     FIELD             M

            C2011995     000         905        001         7330
            C2011995     000         905        001         7330

            C2011995     000         905        001         7360
            C2011995     000         905        001         7360

            C2011995     000         905        001         7361
            C2011995     000         905        001         7361

            C2011995     000         905        001         7363
            C2011995     000         905        001         7363

            C2011995     000         905        001         7364
            C2011995     000         905        001         7364

            C2011995     000         905        001

            C2011995     000         905        130         7300
            C2011995     000         905        130         7300

            C2011995     000         905        130

            C2011995     000         905        504         0100
            C2011995     000         905        504         0100

            C2011995     000         905        504

            C2011995     000         905

            C2011995     000         907        001         7331
            C2011995     000         907        001         7331

            C2011995     000         907        001

            C2011995     000         907

            C2011995     000         914        001         7700
            C2011995     000         914        001         7700

            C2011995     000         914        001

            C2011995     000         914

            C2011995     000         920        001         0631
            C2011995     000         920        001         0631

            C2011995     000         920        001

            C2011995     000         920
```

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	7330		.00	263.81
	7330		.00	263.81
	7360		.00	104.76
	7360		.00	104.76
	7361		.00	11.99
	7361		.00	11.99
	7363		.00	195.27
	7363		.00	195.27
	7364		.00	306.27
	7364		.00	306.27
			.00	907.04
	7300		.00	6.00
	7300		.00	6.00
			.00	6.00
	0100		.00	73.80
	0100		.00	73.80
			.00	73.80
			.00	986.84
	7331		.00	16.84
	7331		.00	16.84
			.00	16.84
			.00	16.84
	7700		.00	22.13
	7700		.00	22.13
			.00	22.13
			.00	22.13
	0631		.00	82.11
	0631		.00	82.11
			.00	82.11
			.00	82.11

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11/08/86
                                                      JOB COST SUMMARY
                                               EA/S  JOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                      PAYROLL CHARGES ARE LOADED

                                                                   CREW          MSA            C
             EA         SUBJOB     ACTIVITY    OBJ-DETAIL         NUMBER        FIELD

         C2011995        000          903          001             5011
         C2011995        000          903          001             5011

         C2011995        000          903          001             7420
         C2011995        000          903          001             7420

         C2011995        000          903          001             7421
         C2011995        000          903          001             7421

         C2011995        000          903          001             7430
         C2011995        000          903          001             7430

         C2011995        000          903          001

         C2011995        000          903          100             5011
         C2011995        000          903          100             5011

         C2011995        000          903          100

         C2011995        000          903          102             5011
         C2011995        000          903          102             5011

         C2011995        000          903          102

         C2011995        000          903          106             5011
         C2011995        000          903          106             5011

         C2011995        000          903          106

         C2011995        000          903          504             0100
         C2011995        000          903          504             0100

         C2011995        000          903          504

         C2011995        000          903          548             0961
         C2011995        000          903          548             0961

         C2011995        000          903          548

         C2011995        000          903          550             5011
         C2011995        000          903          550             5011

         C2011995        000          903          550

         C2011995        000          903

         C2011995        000          905          001             7000
         C2011995        000          905          001             7000
```

```
      JOB COST SUMMARY                                                         PAGE      43
 JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
  PAYROLL CHARGES ARE LOADED

   CREW        MSA                 CURRENT                      CURRENT
   NUMBER      FIELD                MONTH                       BALANCE

    5011                                     .00                        1,852.49
    5011                                     .00                        1,852.49

    7420                                     .00                          360.90
    7420                                     .00                          360.90

    7421                                     .00                           70.77
    7421                                     .00                           70.77

    7430                                     .00                          749.05
    7430                                     .00                          749.05

                                             .00                        3,033.21

    5011                                     .00                           60.00
    5011                                     .00                           60.00

                                             .00                           60.00

    5011                                     .00                           60.00
    5011                                     .00                           60.00

                                             .00                           60.00

    5011                                     .00                          103.13
    5011                                     .00                          103.13

                                             .00                          103.13

    0100                                     .00                            7.20
    0100                                     .00                            7.20

                                             .00                            7.20

    0961                                     .00                           40.40
    0961                                     .00                           40.40

                                             .00                           40.40

    5011                                     .00                          632.00
    5011                                     .00                          632.00

                                             .00                          632.00

                                             .00                        3,935.94

    7000                                     .00                           24.94
    7000                                     .00                           24.94
```

11/08/86

JOB COST SUMMARY
EA/ JOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C2011995	000		130	7400	
C2011995	000		130	7400	
C2011995	000		130		
C2011995	000		194	7400	
C2011995	000		194	7400	
C2011995	000		194		
C2011995	000		199	7400	
C2011995	000		199	7400	
C2011995	000		199		
C2011995	000		504	0100	
C2011995	000		504	0100	
C2011995	000		504	7363	
C2011995	000		504	7363	
C2011995	000		504	7430	
C2011995	000		504	7430	
C2011995	000		504		
C2011995	000		560	7363	
C2011995	000		560	7363	
C2011995	000		560		
C2011995	000				
C2011995	000	010	130	7400	
C2011995	000	010	130	7400	
C2011995	000	010	130		
C2011995	000	010			
C2011995	000	900	130	7400	
C2011995	000	900	130	7400	
C2011995	000	900	130	7430	
C2011995	000	900	130	7430	
C2011995	000	900	130		
C2011995	000	900			

```
          JOB COST SUMMARY
 JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
    PAYROLL CHARGES ARE LOADED

        CREW          MSA               CURRENT
TAIL    NUMBER        FIELD             MONTH                 CURRENT
                                                              BALANCE

        7400                                   .00             113.20
        7400                                   .00             113.20

                                               .00             113.20

        7400                                   .00              39.01
        7400                                   .00              39.01

                                               .00              39.01

        7400                                   .00                .00
        7400                                   .00                .00

                                               .00                .00

        0100                                   .00              53.00
        0100                                   .00              53.00

        7363                                   .00              31.20
        7363                                   .00              31.20

        7430                                   .00               7.20
        7430                                   .00               7.20

                                               .00              91.40

        7363                                   .00                .60
        7363                                   .00                .60

                                               .00                .60

                                               .00             244.21

        7400                                   .00                .00
        7400                                   .00                .00

                                               .00                .00

                                               .00                .00

        7400                                   .00              50.56
        7400                                   .00              50.56

        7430                                   .00                .00
        7430                                   .00                .00

                                               .00              50.56

                                               .00              50.56
```

10,151

10-27-86

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-0100-008									
F01481									
AGREEMENT TOTALS	133,304.67	106,602.77	133,253.46	80.00	111,583.00	106,602.77	.00		.00
FED PROJ TOTALS	133,304.67	106,602.77	133,253.46		111,583.00	106,602.77	.00		.00
FEDERAL PROJECT: BROS-0100-009									
F01489									
C2011991-000	4,089.37	653.10	4,089.37						
C2011991-001	222.35	.00	.00						
C2011991-010	126.57	.00	.00						
C2011991-011	8,564.68	9,470.14	8,564.68						
AGREEMENT TOTALS	13,002.97	10,123.24	12,654.05	80.00	10,595.26	10,123.24	.00		.00
FED PROJ TOTALS	13,002.97	10,123.24	12,654.05		10,595.26	10,123.24	.00		.00
FEDERAL PROJECT: BROS-0100-010									
F01490									
C2011995-000	10,278.70	4,292.89	10,278.70						
C2011995-001	807.45	.00	.00						
C2011995-011	5,189.60	8,081.75	5,189.60						
AGREEMENT TOTALS	16,275.75	12,374.64	15,468.30	80.00	12,374.64	12,374.64	.00		.00
FED PROJ TOTALS	16,275.75	12,374.64	15,468.30		12,374.64	12,374.64	.00		.00
FEDERAL PROJECT: BROS-0100-011									
F03747									
C2011996-000	14,034.38	11,227.50	14,034.38						
C2011996-001	88.07	.00	.00						
AGREEMENT TOTALS	14,122.45	11,227.50	14,034.38	80.00	1,208,000.00	11,227.50	.00		.00
FED PROJ TOTALS	14,122.45	11,227.50	14,034.38		1,208,000.00	11,227.50	.00		.00
FEDERAL PROJECT: BROS-0100-012									
F03874									
C10151 -000	9,267.02	6,844.89	9,267.02						

10/15

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTAT
FEDERAL HIGHWAY ADMINISTRATION

10-15-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

FEDERAL AID PROJECT NO. BROS 100(10)

PROGRAM APPROVED

VOUCHER PERIOD From: 5/08/85 To: 10/15/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
16,275.75	15,468.30	80%	12,374.64	12,374.64	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By

Controller *Authorized Officer*

10/13/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	POWDER RIVER (W. DREDGE LOOP RD.) 3R. SECTION COUNTY ROAD BAKER COUNTY					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$15,468.30	
	Non Participating Project Cost					
	Preliminary Engineering	All Required			$ 807.45	
	TOTAL PROJECT COST				**$16,275.75**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1985     1 PAGE  925
                                                                          FISCAL           GRAND TOTAL
     DESCRIPTION          PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                        201  1995     926     00 P 1           57.71           57.71           57.71
                        201  1995     927     00 P 1        1,645.28        1,645.28        1,645.28
                        201  1995     937     00 P 1          170.63          904.21          904.21
                                      TOT        P1         3,621.79        5,185.78        5,185.78
                                   ** JOB TOTALS **         3,621.79  **    5,185.78  **    5,185.78  **

  COURTNEY RD-ROTHE RD    CONT NO    * FA PROJ NOS XI  9665004 100                                     STATE
                        203  1901     296     00 N 9                                       21,324.90CR
                        203  1901     298     00 N 9                                       21,324.90
                        203  1901     901     00 P 1                                       11,301.57
                        203  1901     905     00 P 1                                        4 882.93
                        203  1901     909     00 P 1                                        2,345.56
                        203  1901     910     00 P 1                                          388.93
                        203  1901     911     00 P 1                                        1,751.53
                        203  1901     913     00 P 1                                          804.73
                        203  1901     913     01 N 1                                           14.54
                        203  1901     914     00 P 1                                          731.37
                        203  1901     915     00 P 1                                          386.04
                        203  1901     920     00 P 1                                          111.23
                        203  1901     921     00 P 1                                        1,066.97
                        203  1901     922     00 P 1                                            5.01
                        203  1901     923     00 P 1                                        1,312.25
                                      TOT        P1                                        25,088.12
                                      TOT        N1                                            14.54
                                   ** JOB TOTALS **                   **              **  25,102.66  **

  LAKE RD-82ND, HARMONY RD  CONT NO  * FA PROJ NOS M   9702002 100                                     STATE
                        203  1906     296     00 N 9                                       38,891.92CR
                        203  1906     297     00 N 9                                        1,900.00
                        203  1906     298     00 N 9                                       36,991.92
                        203  1906     901     00 P 1                                       36,873.99
                        203  1906     901     00 N 1                                          463.50
                        203  1906     903     00 P 1                                          634.89
                        203  1906     905     00 P 1                                        1,087.24
                        203  1906     910     00 P 1                                        1,275.23
                        203  1906     911     00 P 1                                        1,216.12
                        203  1906     913     00 P 1                                          899.47
                        203  1906     914     00 P 1                                          604.99
                        203  1906     916     00 P 1                                           42.00
                        203  1906     922     00 P 1                                            4.13
                        203  1906     950     00 P 1                                          476.07
                                      TOT        P1                                        43,114.13
                                      TOT        N1                                           463.50
                                   ** JOB TOTALS **                   **              **  43,577.63  **

  PAC HWY EAST-OATFIELD RD  CONT NO  * FA PROJ NOS XI  9674003 100                                     STATE
                        203  1908     296     00 N 9                             4.48CR     5,029.84CR
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                              JUNE 1985       PAGE  924

                                                                                        FISCAL         GRAND TOTAL
     DESCRIPTION                        PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                   201    1976     901     00 P 1                          7.74          7,297.26
                                   201    1976     901     00 N 1                                           33.60
                                   201    1976     905     00 P 1                         46.66          1,844.92
                                   201    1976     906     00 P 1                                            6.30
                                   201    1976     918     00 P 1                                            5.01
                                   201    1976     920     00 P 1                                           93.35
                                   201    1976     921     00 P 1                                          123.14
                                   201    1976     922     00 P 1                                           66.14
                                   201    1976     923     00 P 1                                          143.66
                                   201    1976     926     00 P 1                                        4,287.93
                                   201    1976     926     00 N 1                                           10.68
                                   201    1976     927     00 P 1                                          601.24
                                   201    1976     929     00 P 1                                          546.61
                                   201    1976     932     00 P 1                                           24.16
                                   201    1976     933     00 P 1                                           84.09
                                   201    1976     937     00 P 1                                        1,938.63
                                                   TOT        P1                          54.40         17,062.44
                                                   TOT        N1                                            44.28
                                               ** JOB TOTALS **                **         54.40   **    17,106.72  **

 PINE CR (CROW LANE) BR        CONT NO        FA PROJ NOS BROS0100009 100                                              STATE
                                   201    1991     296     00 N 9      631.29CR       6,124.13CR       6,124.13CR
                                   201    1991     298     00 N 9      631.29         6,124.13         6,124.13
                                   201    1991     901     00 P 1        8.67CR       4,057.22         4,057.22
                                   201    1991     901     00 N 1                         6.17             6.17
                                   201    1991     905     00 P 1      902.67         1,126.77         1,126.77
                                   201    1991     906     00 P 1                         8.10             8.10
                                   201    1991     914     00 P 1         .62CR         138.69           138.69
                                   201    1991     918     00 P 1        2.32CR         519.89           519.89
                                   201    1991     922     00 P 1       24.67            24.67            24.67
                                   201    1991     926     00 P 1        2.14         2,037.24         2,037.24
                                   201    1991     926     00 N 1         .54CR         120.40           120.40
                                   201    1991     927     00 P 1      513.75           571.30           571.30
                                   201    1991     933     00 P 1         .35CR          77.95            77.95
                                   201    1991     937     00 P 1       42.16           566.76           566.76
                                                   TOT        P1     1,473.43         9,128.59         9,128.59
                                                   TOT        N1          .54CR         126.57           126.57
                                               ** JOB TOTALS **      1,472.89   **    9,255.16   **    9,255.16  **

 POWDER R(W DREDGE LP)BR       CONT NO        FA PROJ NOS BROS0100010 100                                              STATE
                                   201    1995     296     00 N 9    1,251.19CR       1,251.19CR       1,251.19CR
                                   201    1995     298     00 N 9    1,251.19         1,251.19         1,251.19
                                   201    1995     901     00 P 1    1,177.87         1,177.87         1,177.87
                                   201    1995     905     00 P 1      743.51           743.51           743.51
                                   201    1995     906     00 P 1      203.98CR         187.46           187.46  TO 927
                                   201    1995     918     00 P 1        6.10           445.07           445.07
                                   201    1995     922     00 P 1       24.67            24.67            24.67
```

10.15

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WE LY REPORT FOR CONSTRUCTION OJECTS

PROJECT NAME (SECTION): Powder River (West Dredge Loop Road) Bridge	WEEK ENDING: 07/26/86
HIGHWAY: County Road (West Dredge Loop Rd)	CONTRACT NO.: 10151
COUNTY: Baker	F.A. PROJECT NO.: BROS-0100(12)
CONTRACTOR: A & R Construction	DATE OF AWARD: 11/19/85
KIND OF WORK: Structure	FIRST NOTIFICATION DATE: 06/23/86

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 88,641.51

ESTIMATED PROJECT COST $ 88,641.51

ESTIMATED PERCENT OVERRUN/UNDERRUN 0 %

ENGINEERING

AUTHORIZATION $ 7,741.62

COST THIS WEEK $ 754.16

TOTAL TO DATE $ 4,398.68

PERCENT OF AUTHORIZATION 57 %

ESTIMATED DATE OF COMPLETION, OR 08/31/86

SECOND NOTIFICATION DATE AND

ESTIMATED SEMIFINAL SUBMITTAL DATE

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	08/31/86	70	34	49	YES

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 1 WORKERS: 4

PERCENT CONTRACT WORK COMPLETED 90 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE						

ACTIVITIES THIS WEEK:

PLACED PRESTRESSED SLABS.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PLACE METAL RAILING.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Joseph A. Schlieski

PROJECT MANAGER (SIGN)

Joseph A. Schlieski 07/24/86

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

January 9, 1986

CON 5 - 10,151

A & R Construction, Inc. dba
  Laco Construction Co.
P. O. Box 881
Lewiston, ID 83501

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,151 for a structure on the Powder River Bridge Section of West Dredge Loop Road in Baker County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Safeco Insurance Company of America
P. O. Box 2726 T.A.
Spokane, WA 99220

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Joe Schlieski

A & R CONSTRUCTION, INC. (208) 746-3394

2041 FIRST AVENUE NORTH P. O. BOX 881 LEWISTON, IDAHO 83501

November 7, 1985
Letter No. 23-85-1

State of Oregon
121 Transportation Building
Salem, OR 97310

Attn: Commission Services
Re: Powder River (W. Dredge Loop Rd.) Br.

Dear Sir:

As requested we are providing the following DBE information in regards to the Powder River (W. Dredge Loop Rd.) Bridge which bid 11/7/85. The goals on this project are 9% DBE. Our bid price was $77,031.00.

Subcontractor:
M B Construction, Inc. (DBE)
P. O. Box 1411
Lewiston, ID 83501
(208) 746-4370

Item No. 8	Guard Rail, Type 2A	$2475.00	
Item No. 9	Guard Rail, Type 3	$3000.00	
Item No. 10	Guard Rail Anchors, Type 1	$1600.00	
Item No. 11	Rail End Pieces, Type C	$1600.00	
		$7475.00	10.3%

Very truly yours,
A & R Construction, Inc.,
dba Laco Construction Co.

Alvin Connerley,
President

AC:jl
cc

cc Thomas Jones

Equal Opportunity Employer

11-151

TO BE COMPLETED BY FHWA		STATE
11-109	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Baker
		PROJECT NO. BROS-C100(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Powder River (W. Dredge Loop Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-16-85	0.052
OTHER *(Specify)*		

FUNDS PRO DATA 505

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 88,641.00	$ 70,212.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

Oregon State Highway Division
Salem, Oregon November 21, 1985

Federal-Aid Project No. BROS-0100(12)

Powder River (W. Dredge Loop Rd.) Bridge Section
County Road
Baker County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Powder River Bridge (No. 16798)(Sta. 99+96 to Sta. 100+37)

Mobilization	Lump Sum	100%	Lump Sum	$	7,000.00
Temporary Protection and Direction of Traffic	Lump Sum	100%	Lump Sum		300.00
Temporary Signs	Sq. Ft.	50	8.00		400.00
Temporary Barricades	Each	8	80.00		640.00
Bridge Removal Work	Lump	100%	Lump Sum		1,800.00
Structure Excavation	Cu. Yd.	70	7.00		490.00
Furnish Pile Driving Equipment	Lump Sum	100%	Lump Sum		3,760.00
Furnish HP 10x42 Steel Piling	Lin. Ft.	427	14.50		6,191.50
Drive Steel Piles	Lin. Ft.	343	2.50		857.50
Structural Concrete, Class 3300 (40 CY @ $280)	Lump Sum	100%	Lump Sum		11,040.00
Reinforcement (4,000 lbs. @ $0.50)	Lump Sum	100%	Lump Sum		2,107.00
4'x40'/45' Prestressed Slabs	Each	7	3,340.00		23,380.00
Metal Rail with Tubing	Lin. Ft.	100	40.00		4,000.00
Guardrail, Type 2A	Lin. Ft.	150	16.50		2,475.00
Guardrail, Type 3	Lin. Ft.	100	30.00		3,000.00
Guardrail Anchors, Type 1	Each	4	400.00		1,600.00
Rail End Pieces, Type C	Each	4	100.00		400.00
Loose Riprap, Class 200	Cu. Yd.	110	16.00		1,760.00
Filter Blanket	Cu. Yd.	30	5.00		150.00
				$	71,351.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5%)	All Required		$	356.76
		Subtotal	$	71,707.76
		Engineering		10,397.24
		Total	$	82,105.00

Type Code E000
Roadway (Sta. 98+79 to Sta. 99+96 and Sta. 100+37 to Sta. 101+54)

Toe Trench Excavation	Cu. Yd.	70	3.00	$	210.00
General Excavation	Cu. Yd.	180	4.00		720.00
Aggregate Shoulders	Cu. Yd.	250	19.00		4,750.00
				$	5,680.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5%)	All Required	$	28.40
	Subtotal	$	5,708.40
	Engineering		827.60
	Total	$	6,536.00

Length of Structure	0.008 mi.
Length of Roadway	0.044 mi.
Total Length of Project	0.052 mi.
Cost of Roadway Per Mile	$ 148,545.45

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Structure	$ 82,105.00	$ 65,684.00	$ 8,211.00	$ 8,210.00
Roadway	6,536.00	5,228.00	654.00	654.00
Total	$ 88,641.00	$ 70,912.00	$ 8,865.00	$ 8,864.00

Group 010: 0%; Group 011: 100%
Contract No. C 10,151
Prefix: C2011995 (PE)
Prefix: C10151
Appn Code: 117

DDB:bkb

November 14, 1985

Baker County Court
Courthouse
Baker, OR 97814

PRO

Attn: Dick Traw
Baker County Roadmaster

SUBJECT: Powder River (W. Dredge Loop Rd.) Br.
Project # BROS-0100(12)
Baker County

On November 7, 1985 the State Highway Division received a satisfactory bid from A & R Construction Inc., dba LACO Const. Co., P.O. Box 881, Lewiston, ID 83501 on the subject project.

This project is a Highway Bridge Replacement (HBR) and per our Agreement No. 8432 and our Local Government Agreement the County is requested to deposit the balance of their share of the construction cost as computed below:

Contractor's Bid	$77,031.00
Anticipated Items	385.00
SUBTOTAL	$77,416.00
Contingencies	3,483.72
Engineering (10%)	7,741.60
TOTAL CONSTRUCTION COST	$88,641.32
Less Federal Funds (80%)	(70,931.06)
Less State Share 1/2 Balance	(8,855.13)
County's 65% Advance Deposit	(7,084.00)
BALANCE DUE FROM COUNTY	$ 1,177.13

County's Remaining Balance Due & Advance Deposit $ 1,200.00

We will award the contract when we receive Commission Approval and DBE/WBE goals are met. Please submit your supplemental deposit of $1,200 by November 29, 1985. You may use one of the three options for payment described in the attachments.

CK
RECEIVED
11/25/85

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf
Attachments
bcc w/AD #85-133 - Roger Lang, Region 5
Vern Skoog-Please return completed AD #85-133 when advance deposit is received.
Gary A. Potter
Donald L. Trout

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BROS-100(12)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
50231

RECEIVED
STATE HWY ENGR
OCT 22 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
October 16, 1985

8. FEDERAL ROUTE NUMBER
Non Federal-aid

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Powder River (W.Dredge Loop Rd.) Br #01C230521-00023

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 8-30-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $125,000; Federal Funds $100,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11-7-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE
10/18/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K.

16. TITLE
For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

October 18, 1985

PRO

Baker County Court
Attn: Dick Traw, County Roadmaster
Courthouse
Baker, OR 97814

Subject: Powder River (W. Dredge Loop Rd.) Bridge
& Pine Creek (Crow Lane) Bridge
Baker County

On November 7, 1985 bids will be taken by the State Highway Division on the subject projects. These are Highway Bridge Replacement (HBR) projects and per our agreements 8432 and 8261 and our Local Government Agreement the County is requested to deposit 65% of their share of the estimated construction cost as computed below.

Powder River (W. Dredge Loop) - BROS-0100(12)

Est. Construction Cost	$110,300	
	STRUCTURE	ROADWORK
Estimated Cost Per Work Type	$ 98,500	$ 11,800
10% of Roadway Chargeable to Bridge	11,000	(11,000)
Less Federal Funds (80%)	(87,600)	
Less State Share 1/2 Balance	(11,000)	
County's Share	$ 10,900	$ 800

Pine Creek (Crow Lane) - BROS-0100(13)

Est. Construction Cost	$137,900	
	STRUCTURE	ROADWORK
Estimated Cost Per Work Type	$ 108,200	$ 29,700
10% of Roadway Chargeable to Bridge	13,800	(13,800)
Less Federal Funds (80%)	(97,600)	
Less State Share 1/2 Balance	(12,200)	
County's Share	$ 12,200	$ 15,900

FHWA OKED all Approach Funding

Total County Share For Both Projects	$ ~~39,800~~ 24 800
65% of County's Share and Advance Deposit	$ ~~25,900~~ $16,100

We will award the contracts when we receive your advance deposit in the amount of $25,900 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Attachments
bcc: w/AD #85-120 Roger Lang - Region 5
#85-121
Vern Skoog - Please return completed AD No's. 85-120 and 85-121 when advance deposits are received.
Gary Potter
Don Trout

10-29-85
Rec'd. $16,100
Cash
/G

15.51

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 18, 1985

In Reply Refer to
File No.:
PRO

B 10-23-85

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 29 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Baker County Court
Attn: Dick Traw, County Roadmaster
Courthouse
Baker, OR 97814

need copy of letter 25.

Subject: Powder River (W. Dredge Loop Rd.) Bridge
& Pine Creek (Crow Lane) Bridge
Baker County

On November 7, 1985 bids will be taken by the State Highway Division on the subject projects. These are Highway Bridge Replacement (HBR) projects and per our agreements 8432 and 8261 and our Local Government Agreement the County is requested to deposit 65% of their share of the estimated construction cost as computed below.

Powder River (W. Dredge Loop) - BROS-0100(12)

Est. Construction Cost	$110,300	
	STRUCTURE	ROADWORK
Estimated Cost Per Work Type	$ 98,500	$ 11,800
10% of Roadway Chargeable to Bridge	11,000	(11,000)
Less Federal Funds (80%)	(~~87,600~~) 88240⁰⁰ *	
Less State Share 1/2 Balance	(~~11,000~~) 11,030 *	
County's Share	$ ~~10,900~~ 11,030 *	$ 800

Pine Creek (Crow Lane) - BROS-0100(13)

Est. Construction Cost	$137,900	
	STRUCTURE	ROADWORK
Estimated Cost Per Work Type	$ 108,200	$ 29,700
10% of Roadway Chargeable to Bridge	13,800	(13,800)
Less Federal Funds (80%)	(~~97,600~~) 110,320 *	
Less State Share 1/2 Balance	(~~12,200~~) 13790 *	
County's Share	$ ~~12,200~~ 13,790 *	$ 15,900

Form 734-3122

Total County Share For Both Projects	$ ~~39,800~~ 24,820 *
65% of County's Share and Advance Deposit	$ ~~25,900~~ 16,100 00 *

We will award the contracts when we receive your advance deposit in the amount of ~~$25,900~~* and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

16,100 00 *

Very truly yours,

Michael K. Shultz

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Attachments

500-03-05

* Roger Lang called 10/24/85 3:30 pm
stating changes.

Data — pay this ASAP please
on Interim
prorated 56% to BROS-0100(13)
" 44% " BROS-0100(12)

Section ~~Powder River (W. Dredge Loop Rd.) Bridge~~ Powder River (W. Dredge Loop Rd.) Bridge Programming Estimate $ 130,000^{00}

Highway County Road (W. Dredge Loop Road) Project Length 0.05 miles

County Baker Completion Time Fixed Time

Kind of Work Structure Est. Comp. Date 8/31/86

Prefix C201-1995 Letting Date November 21, 1985 Project No. BROS-0100 (12)

ESTIMATED CONSTRUCTION AUTHORIZATION

Revised 8/23/85

Estimated Contract Amount . . . $ 95,829^{50} ~~88,199^{25}~~

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished ______	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ______ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Right of Way Monumentation	
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	480^{00} ~~441^{00}~~

Adjust Utilities:

Total Anticipated Items $	480^{00} ~~441^{00}~~
Subtotal $	96,309^{50} ~~88,640^{25}~~
Contingencies (4-1/2%)	~~3,988^{81}~~ 4,333^{93}
Engineering (8, 9, [✓ 10%])	~~8,864^{03}~~ 9,630^{95}
Subtotal $	~~101,493^{27}~~ 110,274^{38}
Credit for ______	—
Estimated Net Authorization, Construction $	110,274^{38} ~~101,493^{27}~~

APPROVED

______
Road Design Engineer

8/26/85

Rev. 7/85

~~SUMMARY~~ — ~~BID SCHEDULE~~ — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
Powder River (W. Dredge Loop Rd.) Bridge	8-6291	Baker	1 of 2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Structure	02930	0.05 Miles		Leshk

COST ANALYSIS UNIT. 8/13/85 MLW
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 11/21/85

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	Lump Sum	8,000 00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	500 00
	Temporary Signs		Sq. Ft.	50	8 00	400 00
	Temporary Barricades		Each	8	70 00	560 00
	ROADWORK					
	Toe Trench Excavation		Cu. Yd.	70	15-	1,050 00
	General Excavation		Cu. Yd.	180	7-	1,260 00
	Aggregate Shoulders		Cu. Yd.	250	12-	3,000 00
	Guard Rail, Type 2A		Lin. Ft.	150	20-	3,000 00
	Guard Rail, Type 3		Lin. Ft.	100	30-	3,000 00
	Guard Rail Anchors, Type 1		Each	4	400-	1,600 00
	Rail End Pieces, Type C		Each	4	100-	400 00
	Loose Riprap, Class 200		Cu. Yd.	110	20-	2,200 00
	Filter Blanket		Cu. Yd.	30	20-	600 00

~~SUMMARY — BID SCHEDULE~~ — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
POWDER RIVER (W. DREDGE LOOP RD.) BRIDGE			2 OF 2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
				LESHK

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	(720 S.F. @ 5.00) BRIDGE REMOVAL WORK		LUMP SUM	ALL	LUMP SUM	3,600.00
	STRUCTURE EXCAVATION		CU. YD.	70	12.00 ~~11.00~~	840.00 ~~770.00~~
	FURNISH PILE DRIVING EQUIPMENT		LUMP SUM	ALL	LUMP SUM	15,000.00 ~~10,000.00~~
	FURNISH HP10x42 STEEL PILING		LIN. FT.	427	15.00	6,405.00
	DRIVE STEEL PILES		LIN. FT.	343	1.50	514.50
	(40 C.Y. @ ~~$225~~ $280) STRUCTURAL CONCRETE, CLASS 3300		LUMP SUM	ALL	LUMP SUM	11,200.00 ~~9,000.00~~
	(4000 LB. @ ~~$0.41~~ $0.50) REINFORCEMENT		LUMP SUM	ALL	LUMP SUM	2,000.00 ~~1,640.00~~
	4'x40'/45' PRESTRESSED SLABS		EACH	7	3,800.00	26,600.00
	METAL RAIL WITH TUBING		LIN. FT.	100	41.00	4,100.00
		TOTAL	STRUCTURE			~~62,629.50~~ 70,259.50
						$95,829.50 ~~88,199.50~~

Section Powder River (W. Dredge Loop Rd.) Bridge
Programming Estimate $ $130{,}000^{00}$
Highway County Road (W. Dredge Loop Road)
Project Length 0.05 miles
County Baker
Completion Time Fixed Time
Kind of Work Structure
Est. Comp. Date 8/31/86
Prefix C201-1995
Letting Date November 21, 1985
Project No. BROS-0100 (12)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . $ $88{,}199^{50}$

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Right of Way Monumentation	
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	441^{00}

Adjust Utilities:

Total Anticipated Items $ 441^{00}

Subtotal $ $88{,}640^{50}$

Contingencies (4-1/2%) . . . $3{,}988^{82}$
Engineering (8, 9, [✓ 10%]) . . . $8{,}864^{05}$

Subtotal $ $101{,}493^{37}$

Credit for ________ . . . —

Estimated Net Authorization, Construction . . . $ $101{,}493^{37}$

APPROVED

Road Design Engineer

8/15/85
1:37 LB

Rev. 7/85

~~SUMMARY~~ — ~~BID SCHEDULE~~ — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Powder River (W. Dredge Loop Rd.) Bridge		REFERENCE NAME/PHONE 8-6291	COUNTY Baker	SHEET 1 of 2
KIND OF WORK Structure	KEY NUMBER 02930	LENGTH 0.05 Miles	DATE	NAME Leshk

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 8/13/85 MLW THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 11/21/85					
	Mobilization		Lump Sum	All	Lump Sum	8,000^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	500^{00}
	Temporary Signs		Sq. Ft.	50	8^{00}	400^{00}
	Temporary Barricades		Each	8	70^{00}	560^{00}
	ROADWORK					
	Toe Trench Excavation		Cu. Yd.	70	15-	1,050^{00}
	General Excavation		Cu. Yd.	180	7-	1,260^{00}
	Aggregate Shoulders		Cu. Yd.	250	12-	3,000^{00}
	Guard Rail, Type 2A		Lin. Ft.	150	20-	3,000^{00}
	Guard Rail, Type 3		Lin. Ft.	100	30-	3,000^{00}
	Guard Rail Anchors, Type 1		Each	4	400-	1,600^{00}
	Rail End Pieces, Type C		Each	4	100-	400^{00}
	Loose Riprap, Class 200		Cu. Yd.	110	20-	2,200^{00}
	Filter Blanket		Cu. Yd.	30	20-	600^{00}

~~SUMMARY~~ — ~~BID SCHEDULE~~ — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION: POWDER RIVER (W. DREDGE LOOP RD.) BRIDGE
REFERENCE NAME/PHONE:
COUNTY:
SHEET: 2 OF 2
KIND OF WORK:
KEY NUMBER:
LENGTH:
DATE:
NAME: LESAK

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	(720 S.F. @ $5^{00}) BRIDGE REMOVAL WORK		LUMP SUM	ALL	LUMP SUM	3,600^{00}
	STRUCTURE EXCAVATION		CU. YD.	70	11^{00}	770^{00}
	FURNISH PILE DRIVING EQUIPMENT		LUMP SUM	ALL	LUMP SUM	10,000^{00}
	FURNISH HP10x42 STEEL PILING		LIN. FT.	427	15^{00}	6,405^{00}
	DRIVE STEEL PILES		LIN. FT.	343	1^{50}	514^{50}
	(40 C.Y. @ $225) STRUCTURAL CONCRETE, CLASS 3300		LUMP SUM	ALL	LUMP SUM	9,000^{00}
	(4000 LB. @ $0.41) REINFORCEMENT		LUMP SUM	ALL	LUMP SUM	1,640^{00}
	4' x 40'/45' PRESTRESSED SLABS		EACH	7	3,800^{00}	26,600^{00}
	METAL RAIL WITH TUBING		LIN. FT.	100	41^{00}	4,100^{00}
		TOTAL	STRUCTURE	. . .	. . .	62,629^{50}
						$88,199^{50}

10,151

8-7-85

INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	
1	Title Sheet	REGISTERED PROFESSIONAL ENGINEER OREGON JULY 11, 1969 RICHARD A. KUEHN
2	Typical Sections & Summary	
2A	Temporary Protection & Direction Of Traffic	
3	Plan & Profile	

STATE OF OREG

DEPARTMENT OF TRANS

STATE HIGHWAY DI

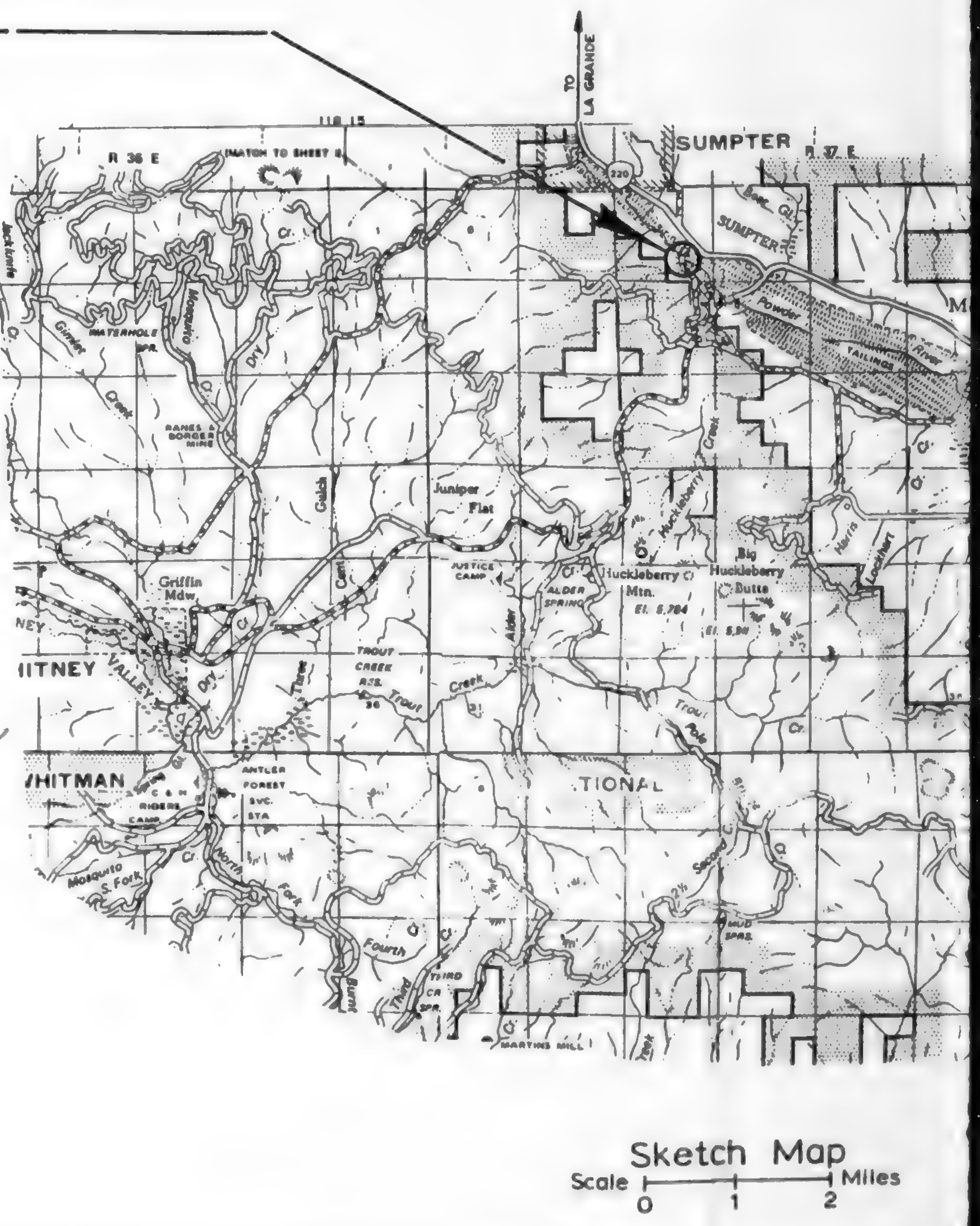
PLANS FOR PROPOSED PROJ

POWDER RIVER (W. DREDGE

WEST DREDGE LOOP ROAD (

BAKER COUNTY

PROJECT


TO LA GRANDE
SUMPTER
R. 36 E
R. 37 E
220
Powder River
TAILINGS
WATERHOLE SPR.
Mosquito
Dry Cr.
Gimlet Creek
Juniper Flat
JUSTICE CAMP
ALDER SPRING
Huckleberry Cr.
Huckleberry Mtn.
Big Huckleberry Butte
Griffin Mdw.
WHITNEY VALLEY
TROUT CREEK
Trout Creek
WHITMAN
ANTLER FOREST SVC. STA.
Mosquito S. Fork
North Fork
Fourth
Third
MARTINS MILL
Scale
0
1
2
Miles
Sketch Map

APPROVED BY

COUNTY OF Baker

JUDGE OR CHAIRMAN

COMMISSIONER

COMMISSIONER

DATE 8-7-85

POWDER RIVER (W. DREDGE LOOP RD.) BR. SEC. WEST DREDGE LOOP ROAD (COUNTY ROAD) BAKER COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-05

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

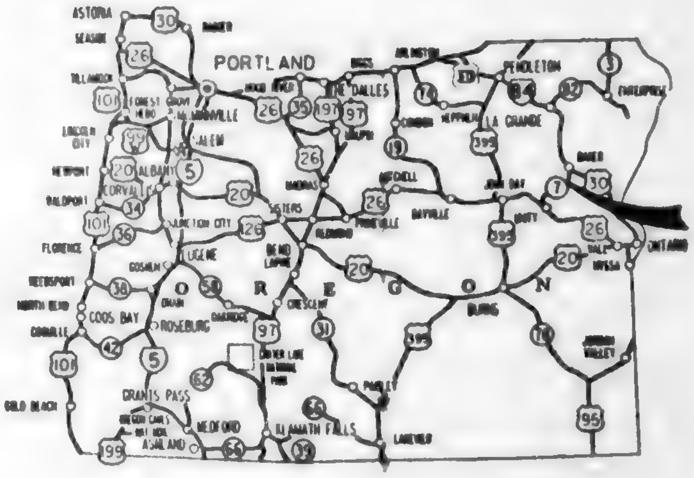
PRELIMINARY COPY
JUL 16 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

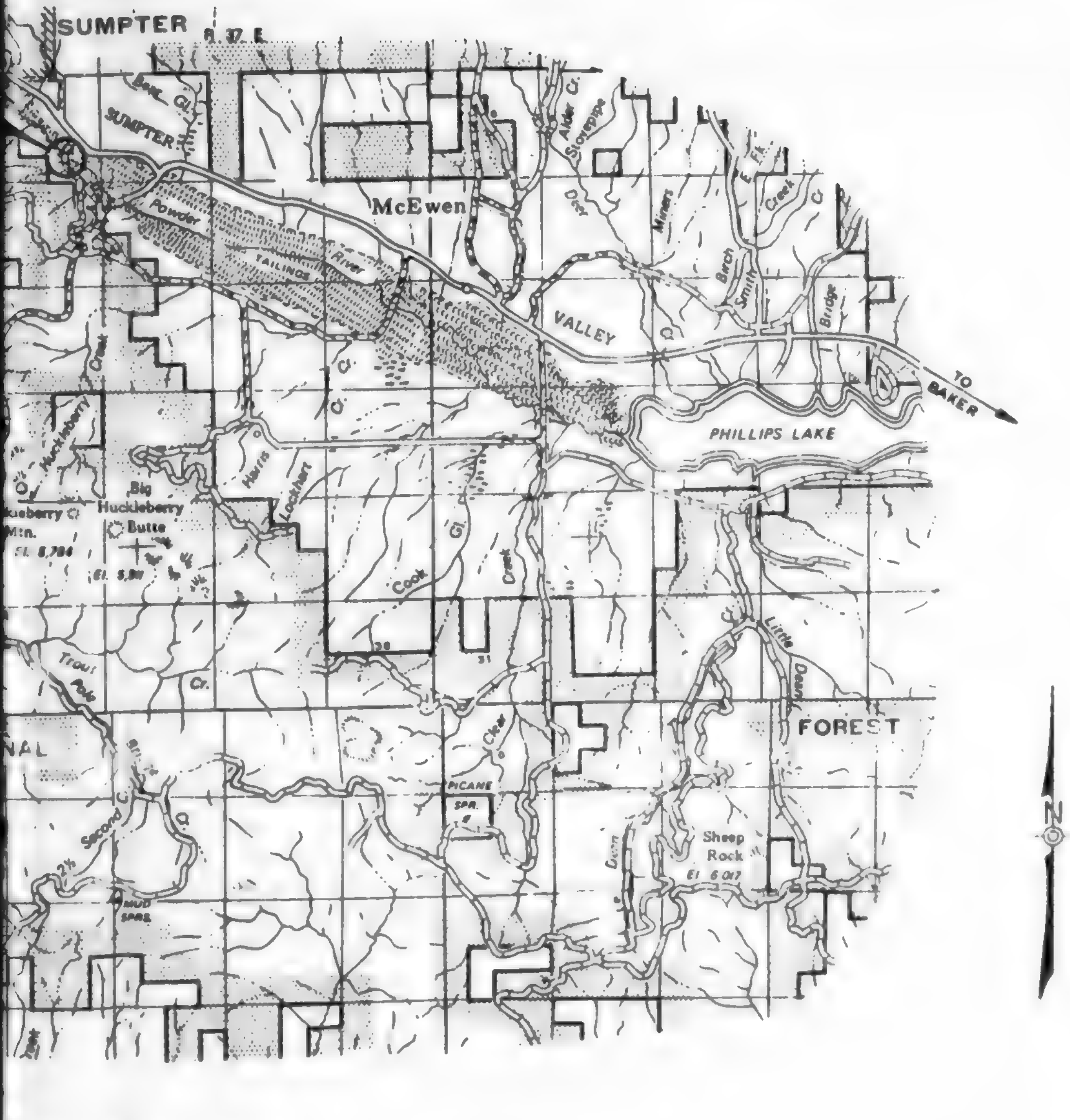
REDGE LOOP RD.) BR. SEC.

OOP ROAD (COUNTY ROAD)

BAKER COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE


ASTORIA
SEASIDE
PORTLAND
THE DALLES
PENDLETON
LA GRANDE
BAKER
ONTARIO
SALEM
ALBANY
CORVALLIS
NEWPORT
FLORENCE
EUGENE
BEND
PRINEVILLE
JOHN DAY
BURNS
COOS BAY
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
LAKEVIEW
O R E G O N


SUMPTER
R. 37 E.
SUMPTER
McEwen
Powder
River
TAILINGS
VALLEY
TO BAKER
PHILLIPS LAKE
Big Huckleberry Butte
Huckleberry Mtn.
FOREST
Sheep Rock
El. 6017
N

Sketch Map
Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

175 OREGON OCT. 30, 1959 H. S. COULTER

4582 OREGON MAY 13, 1960 EDGAR S. HUNTER

H. S. Coulter
STATE HIGHWAY ENGINEER

E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER
DATE

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

8-1-85

Highway # 2001
Baker

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-0100(9) Prefix — 201-1995

Project Name Powder River (W. Dredge Loop Rd.) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 1 day of Aug., 1985

County of Baker

County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 8-5-85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 24, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. [illegible]

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 50231
Project No. BROS-0100(12)
Powder River (W. Dredge Loop Rd.) Bridge Section
County Road
Baker County

Attached data consists of Rev. PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids on this project on September 19, 1985.

DRH:pf
Attachments

cc: R. D. Hector, Region 5
Michael Shultz, w/attach.
General Files

FEDERAL-AID PROGRAM DATA

STATE NAME	STATE CODE	APPN CODE	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	L Projc. POST M.	ITEM NO.	PROJECT LOCATION
Oregon	41	117	BROS-	0100	(12)		50231	Co. Rd., 1.0 mi. S.E. of Sumpter

CHARACTER OF PROPOSED WORK	CLASS OF FEDERAL FUNDS	NAME OF URBAN AREA
Structure	Bridge Replacement (15% Mandatory Off-System)	- - - -

COUNTY NAME	CODE	REGION	ADT	PRESENT	CONS. DIST.	4R PROJ.	DATE
Baker	001	10		40 DHV 5	2	- - -	7-24-85

ROUTE NO.	FEDERAL-AID	U/L	STATE	U.S.
Z	Non	U/L	Co. Rd.	- - -

WORK TYPE	TYPE OF IMPR.	SECTION	KEY ID #	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS
CONST. X080	(09)	"Powder River (W. Dredge Loop Rd.) Bridge Section"	02930	0.008	125,000	100,000	12,500	12,500
PREPARED BY: DRH:pf		PROJECT TOTALS		0.008	125,000	100,000	12,500	12,500

REMARKS

ADDITIONAL DATA: Item No. 50231; Project No. BROS-0100(10).

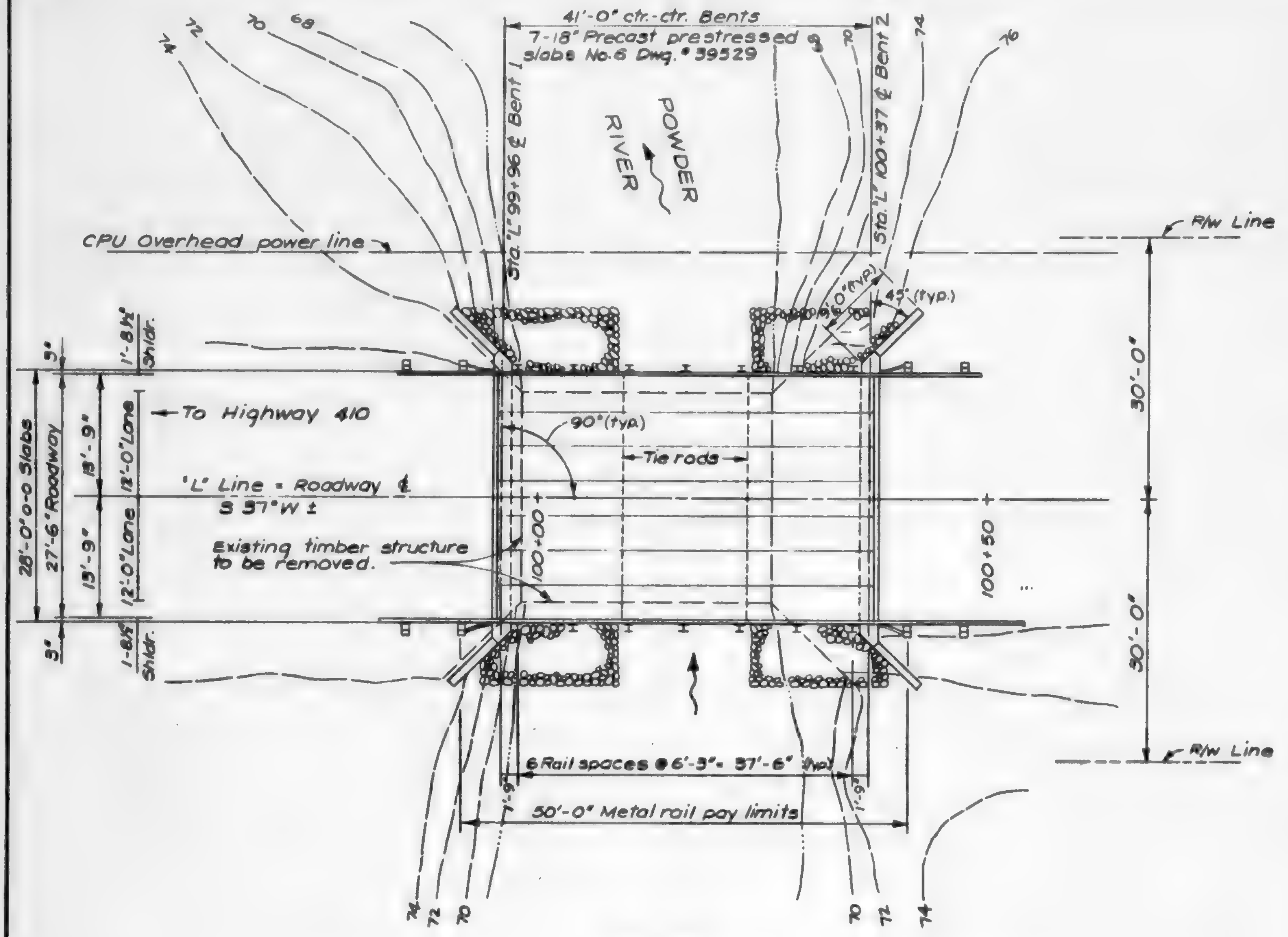
PROJECT DATA: Work under this project consists of 1) construct one reinforced concrete slab span Bridge (No. 16798) length 41 feet, roadway width 27-feet 6-inches; 2) remove existing structure; 3) construct approaches requiring grade, drain and aggregate surface to provide two 12-foot travel lanes with 2-foot shoulders; 4) adjust utilities as required; and 5) incidentals common to this type of project.

MAINTENANCE AND ACCOMMODATION OF UTILITIES: A State-County Agreement No. 8432 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 5-21-85.

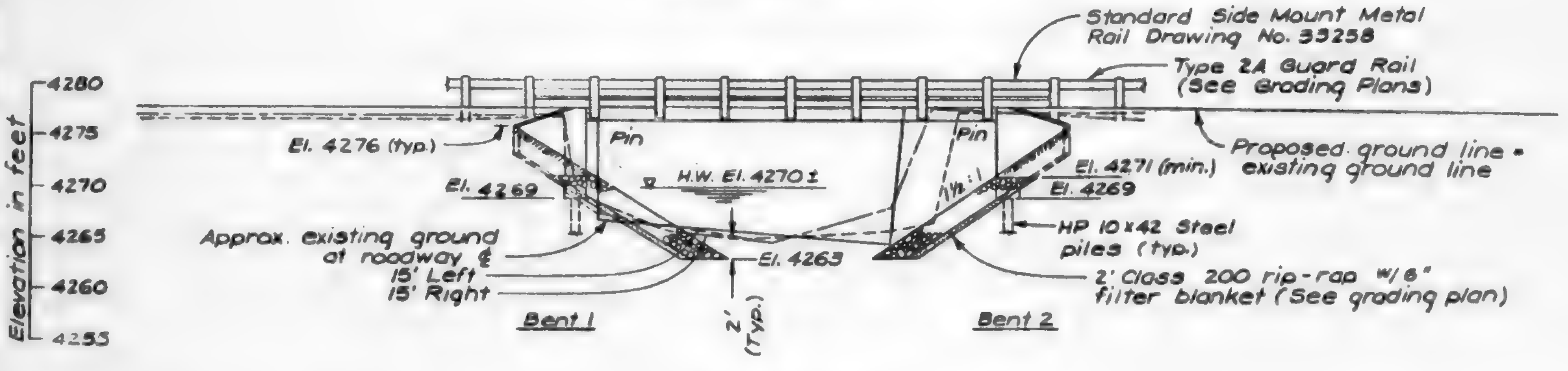
NOTE: Included in the approved bridge replacement inventory as Bridge No. 01C230 with a sufficiency rating of 37.5.

10,151

7-17-85

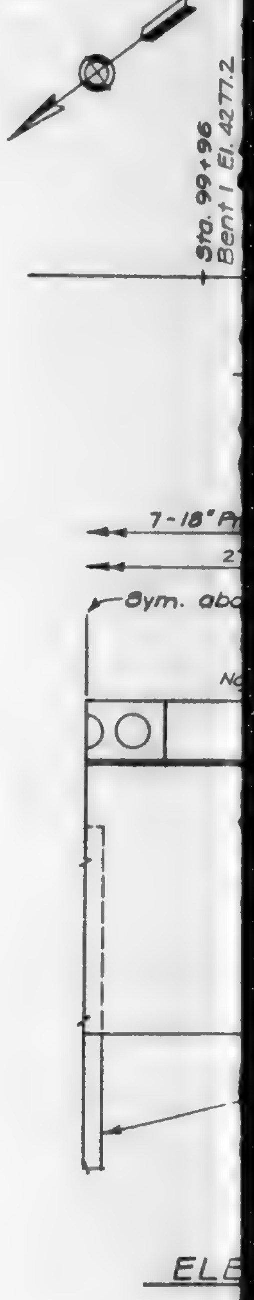

41'-0" ctr.-ctr. Bents
7-18" Precast prestressed slabs No. 6 Dwg. # 39529
74
72
70
68
70
74
76
Sta. 'L' 99+96 ℄ Bent 1
Sta. 'L' 100+37 ℄ Bent 2
POWDER RIVER
CPU Overhead power line
R/w Line
10'(typ.)
45°(typ.)
1'-8½" Shldr.
3'
28'-0" o-o Slabs
27'-6" Roadway
13'-9"
13'-9"
12'-0" Lane
12'-0" Lane
To Highway 410
90°(typ.)
Tie rods
'L' Line = Roadway ℄
S 37° W ±
Existing timber structure to be removed.
100+00
100+50
30'-0"
30'-0"
1'-8½" Shldr.
3'
6 Rail spaces @ 6'-3" = 37'-6" (typ.)
1'-9"
1'-9"
50'-0" Metal rail pay limits
R/w Line
74
72
70
70
72
74

PLAN
Scale : 1" = 10'


Standard Side Mount Metal Rail Drawing No. 35258
Type 2A Guard Rail (See Grading Plans)
4280
4275
4270
4265
4260
4255
Elevation in feet
El. 4276 (typ.)
Pin
Pin
H.W. El. 4270 ±
El. 4271 (min.)
Proposed ground line = existing ground line
El. 4269
El. 4269
Approx. existing ground at roadway ℄
15' Left
15' Right
El. 4263
HP 10×42 Steel piles (typ.)
1½:1
2' Class 200 rip-rap w/ 6" filter blanket (See grading plan)
Bent 1
2' (Typ.)
Bent 2

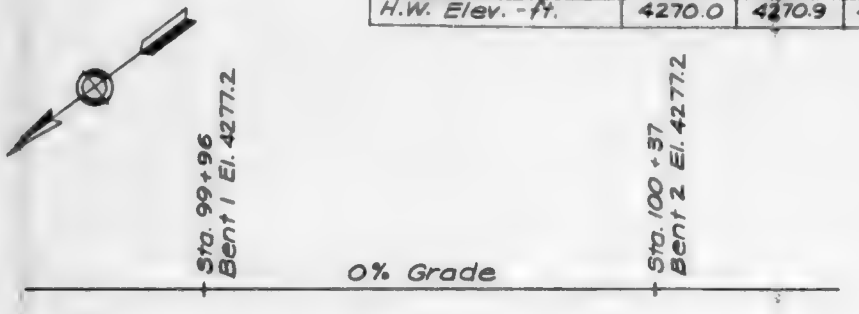
ELEVATION
Scale : 1" = 10'

DATUM : National Geodetic Vertical Datum M.S.L. = 0.00

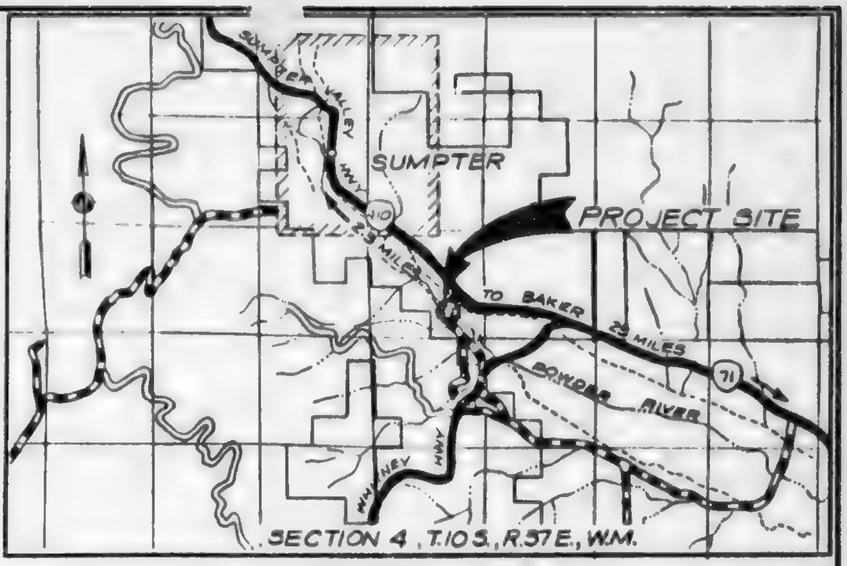

Sta. 99+96
Bent 1 El. 4277.2
7-18" Pr
27
Sym. abo
No
ELE

DATE

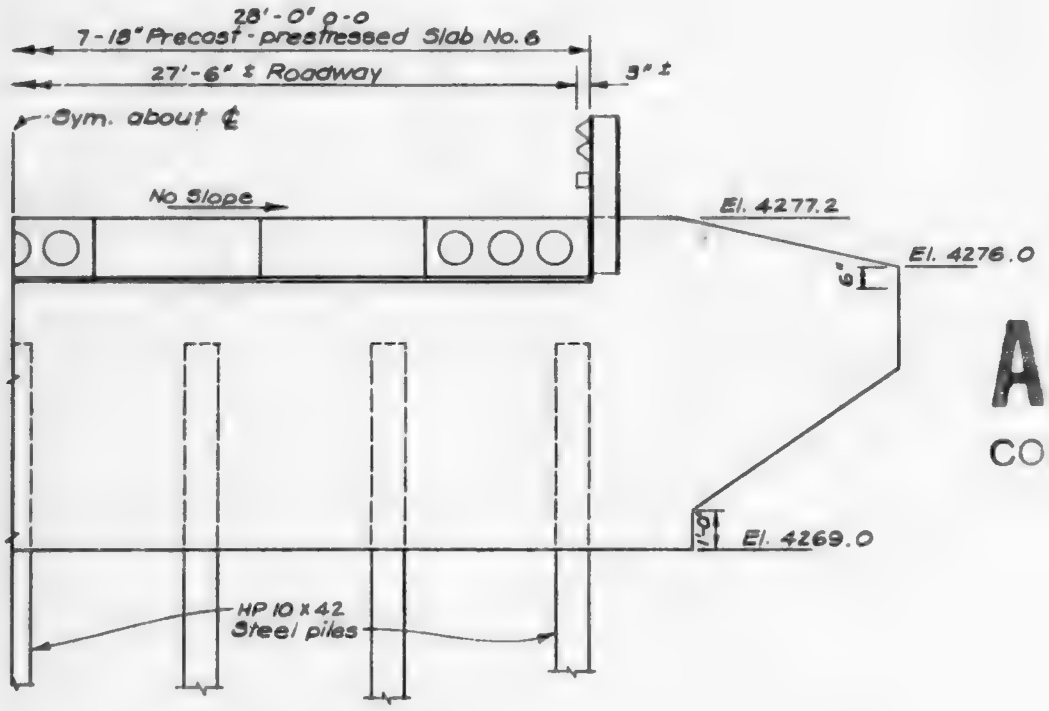
HYDRAULIC DATA			
	Design Flood	Base Flood	Max. Flood
Discharge - cfs	925	1230	1600
Frequency - yrs.	25	100	500
H.W. Elev. - ft.	4270.0	4270.9	4271.8


Sta. 99+96
Bent 1 El. 4277.2
Sta. 100+37
Bent 2 El. 4277.2
0% Grade

"L" GRADELINE
Scale : 1" = 10'


SUMPTER VALLEY HWY
SUMPTER
410
2.5 MILES
PROJECT SITE
TO BAKER 25 MILES
71
POWDER RIVER
WHITNEY HWY
SECTION 4, T.10 S., R.57 E., W.M.

VICINITY MAP
SCALE : 1" = 1 MILE


28'-0" o-o
7-18" Precast-prestressed Slab No. 6
27'-6" ± Roadway
3" ±
Sym. about ℄
No Slope
El. 4277.2
El. 4276.0
6"
El. 4269.0
1'-0"
HP 10 x 42
Steel piles

ELEVATION - BENT 2
Scale : 3/8" = 1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¼" = 1'-0"
SHOULD BE READ ⅛" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

APPROVED BY
COUNTY OF BAKER
JUDGE OR CHAIRMAN
COMMISSIONER
COMMISSIONER
DATE 7-17-85

DATE	REVISION	BY

APPROVED:
______ PE
BRIDGE ENGINEER
______ PE
ASSISTANT STATE HIGHWAY ENGINEER
R. F. EVONUK
DESIGNED
T. HALSEY
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

POWDER RIVER (W. DREDGE LOOP RD.) BRIDGE
POWDER RIVER (W. DREDGE LOOP RD.) SEC.

WEST DREDGE LOOP ROAD BAKER COUNTY

PRELIMINARY
PLAN AND ELEVATION

ACCOMPANIED BY DWGS. ______

DATE JULY 8, 1985 CALC. BOOK 2023 SHEET 1 OF 1
BRIDGE NO. 16798 DRAWING NO. 40898

10,15

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

July 15, 1985

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 17 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Mr. Richard Traw, Roadmaster
Baker County Court
3050 E Street
Baker, Oregon 97814

Re: Preliminary Bridge Plans
Powder River (W.Dredge Loop Rd.)Br. Sec.
County Road No. 521
HBR OS Project

Dear Rick:

Enclosed are three (3) copies of Drawing No's. 40898 and 40691 which comprise the Preliminary Bridge plans for the above subject project.

Our present estimate of cost for the project is as follows:

Roadwork	$ 24,300.
Structure	76,000.
Engineering & Contingencies	19,700.
Estimated Total	$120,000.

The estimated cost compares favorably with the reconnaissance estimate of $130,000.

Please review the plans carefully and, if found to be acceptable, present them to the County Court for signature. After the plans have been signed, return two (2) copies to me for further processing.

Our present schedule calls for bid opening on September 19, 1985. If everything goes well, we may be able to advance the opening date. Your early attention is requested.

Do not hesitate to call Ed Neilsen, Project Manager, 963-3915, or me if you should have any questions.

Sincerely,

Mr. Richard Traw,
Baker County Roadmaster

7/15/85

Re: Preliminary Bridge Plans
Powder River (W.Dredge Loop Rd.)Bridge Sec.
County Road nO. 521
HBR OS Project

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/lm

Enc.

cc: Kamal Kamadoli ✓
Mike Shultz ✓
Ed Neilsen

10,151

STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Hector
Region 5 Engineer
ATTN: Roger Lang
Region Fed. Aid Engr.
DATE: July 10, 1985
DES 23
16798

ORIGINAL SIGNED
FROM: K. A. KAMADOLI
Kamal A. Kamadoli
Principal Structural Design Engineer

SUBJECT:
Powder River (West Dredge Loop Rd.)
Powder River (West Dredge Loop Rd.) Section
West Loop Dredge Road
Baker County
BR 16798

Attached are four reduced prints of Drawings 40898 and 40691, which are the preliminary plan and elevation and vicinity map for this structure. Please review indicated riprap design and provide us your comments.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 24,300
Structure	76,000
Engineering & Contingencies (20 percent)	19,700
TOTAL	$ 120,000

Please use these prints to obtain the approval of Baker County. Return one set of prints to this office as soon as possible stamped with the appropriate approval. We plan to call for bids on this project on September 19, 1985.

RFE:cma

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set
Road Design /w/ 1 set
Program Section /w/ 2 sets - 1 to Federal Aid - D. Hayden
1 to County/City - ✓M. Schultz
Environment (M. Banks) /w/ 1 set

May 23, 1985

Baker County Court
Third and Court Streets
Baker, OR 97814

AGR 4-2

Attention: Julia Woods
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 845

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Powder River (West Dredge Loop Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H.S. Coulter
State Highway Engineer

DATE: April 29, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Emergency HBR-OS
Powder River (W. Dredge Loop Rd.) Br.
Bridge No. 01C230
Baker County

Baker County has requested Emergency Highway Bridge Replacement (HBR) funding for the subject project. The emergency procedure is covered in our Local Government Agreement, Section VI.C.

The southerly abutment of the timber structure is failing, and a decision must be made in the near future on closure of the bridge.

No right-of-way acquisition is anticipated. The state will provide preliminary and construction engineering. The state will provide a bridge design, plan and specifications at no cost to the county under ORS 366.155(K).

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	LOCAL FUNDS	S.R.
Baker County	Power R. (W. Dredge Loop Rd. Br. #01C230 Baker County	$157,400	$125,900	$ 31,500	37.5

Region 5, the Bridge Section, and this office have investigated the proposed project confirming its validity and financing, and request you authorize this project for the 1985 Program under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

Date 4/29/85

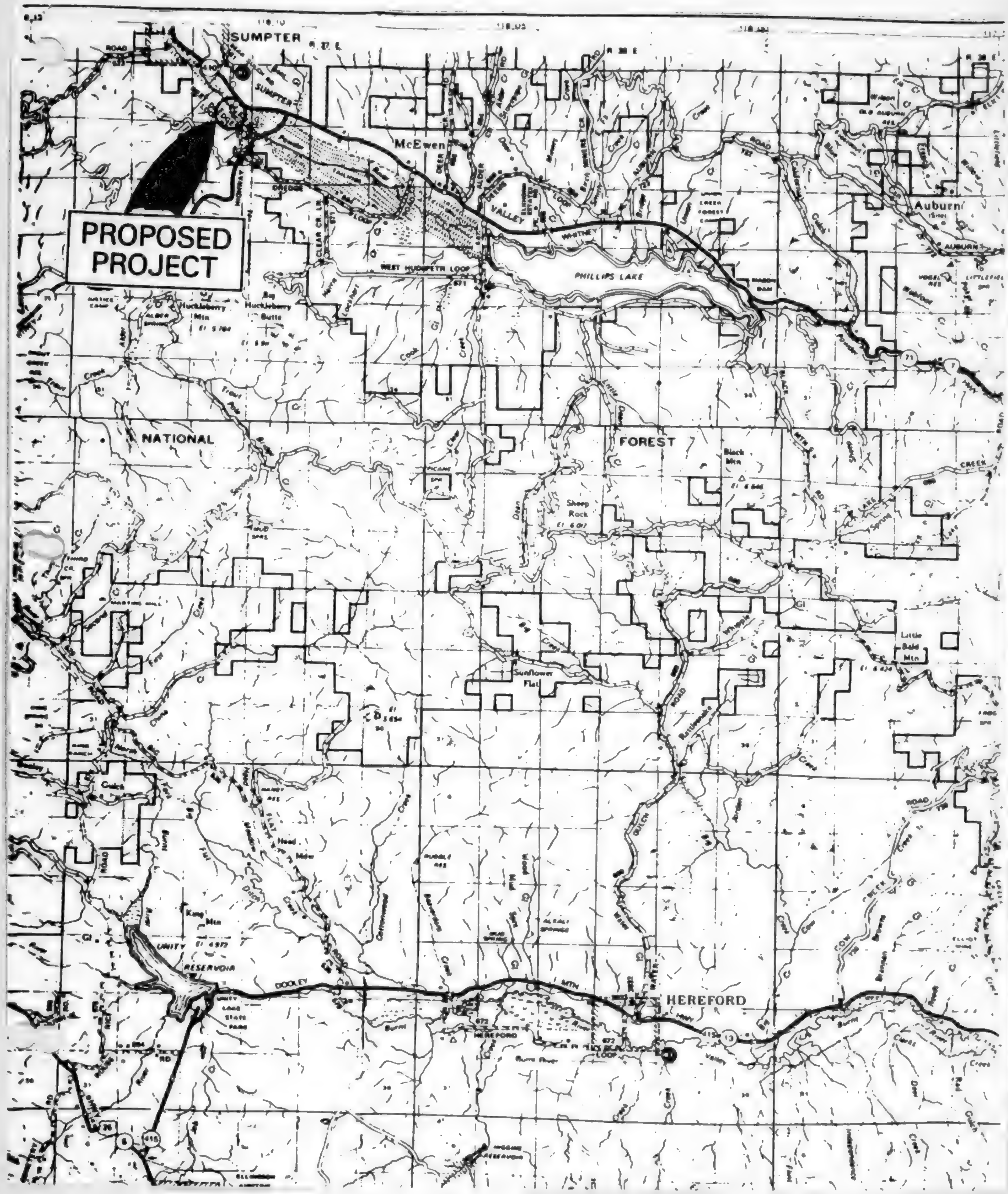
May report

MKS:bkb
Attachments

orig Grimson
cys Potter
Acctg.
files
4-30

RECEIVED
APR 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387


PROPOSED PROJECT
SUMPTER
McEwen
VALLEY
WHITNEY
PHILLIPS LAKE
WEST HUDSPETH LOOP
Auburn
Big Huckleberry Butte
Huckleberry Mtn
NATIONAL
FOREST
Black Mtn
Sheep Rock
Sunflower Flat
Little Bald Mtn
Whipple
Rattlesnake
King Mtn
UNITY RESERVOIR
DOOLEY
MTN
HEREFORD
Burnt River
26
245
7

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: May 17, 1985

PROGRAM SECTION
MANAGER HO RESOURCE UNIT ___
FA UNIT P PROGRAM UNIT ___
MAY 20 1985
REFER TO Local Prog
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

FROM: Ilene Poindexter
Hydraulic Specialist

SUBJECT: Powder River (West Dredge Loop Road) Bridge #16798
Baker County Road No. 521, M.P. 0.23
Baker County

The proposed structure will replace an existing 30-foot long single-span structure. The existing structure is supported on timber piles which have split and are not giving adequate support to the superstructure.

HYDROLOGY

The Powder River is a tributary of the Snake River and drains approximately 63 square miles above the project site. At the bridge site, the river runs through a 1/4-mile wide valley of mine tailings left from dredging operations during the gold mining era. According to Roger Lang, Region 5 Federal Aid Specialist, La Grande, Oregon, river surges are reduced because water can flow from pond to pond through the dredge tailings.

Powder River (above Phillips Lake) Gage No. 13275100, 6.5 miles southeast of Sumpter, Oregon, is located 5 miles downstream from the project site. The recurrence interval vs. peak discharge relationship for the gaged area was determined using a Log-Pearson Type III distribution. Ten years of stream flow records from 1968 through 1972 and from 1974 through 1978 were available. Listed below are the results adjusted to reflect the drainage area for the bridge site, using the method in the U.S.G.S. publication "Magnitude and Frequency of Floods in Eastern Oregon".

Recurrence Interval	Peak Discharge
500-year	1600 cfs
100-year	1230 cfs
50-year	1080 cfs
25-year	925 cfs
10-year	735 cfs
5-year	585 cfs

A highwater elevation of 70.2 feet was reported by Ed Neilsen's field crew. The highwater mark is estimated to represent the 25-year flood with a peak discharge of 925 cfs. Mr. Lang stated that he knows of no flooding problems at the bridge site.

HYDRAULIC DESIGN

The 25-year flood of 925 cfs was used as the design flood. Two replacement waterways were investigated: Alternate "A" with vertical abutments (Figure 1) and Alternate "B" with 1-1/2:1 end slopes (Figure 2). The following is a summary of the existing and proposed conditions.

	Discharge (cfs)	Waterway Opening (Ft.)	Waterway Area (Sq.Ft.)	Design High Water (Ft.)	Backwater Elevation (Ft.)	Backwater (Ft.)
Existing and Alternate "A"						
25-year	925	30.0	130.0	4270.0	4270.1	0.1
100-year	1230	30.0	154.0	4270.9	4271.0	0.1
Alternative "B"						
25-year	925	35.5	134.0	4270.0	4270.1	0.1
100-year	1230	38.0	163.0	4270.9	4271.0	0.1

It is suggested that the minimum bottom of beam elevation be 4272.0.

RIPRAP

For Alternate "A", it is suggested that the wingwalls and the toe of the abutments be protected with a two-foot blanket of Class 200 loose riprap. A toe trench will be required. A 6-inch thick filter blanket of 4"=0 to 6"-0 river-run material will be required. The native river gravels should be adequate for this purpose.

For Alternate "B", it is suggested that fresh fill slopes be protected with a two-foot blanket of Class 200 loose riprap. The filter blanket described in Alternate "A" shall be used.

All fresh or disturbed slopes subject to high water shall be protected with a two-foot blanket of Class 200 loose riprap.

IP:ja

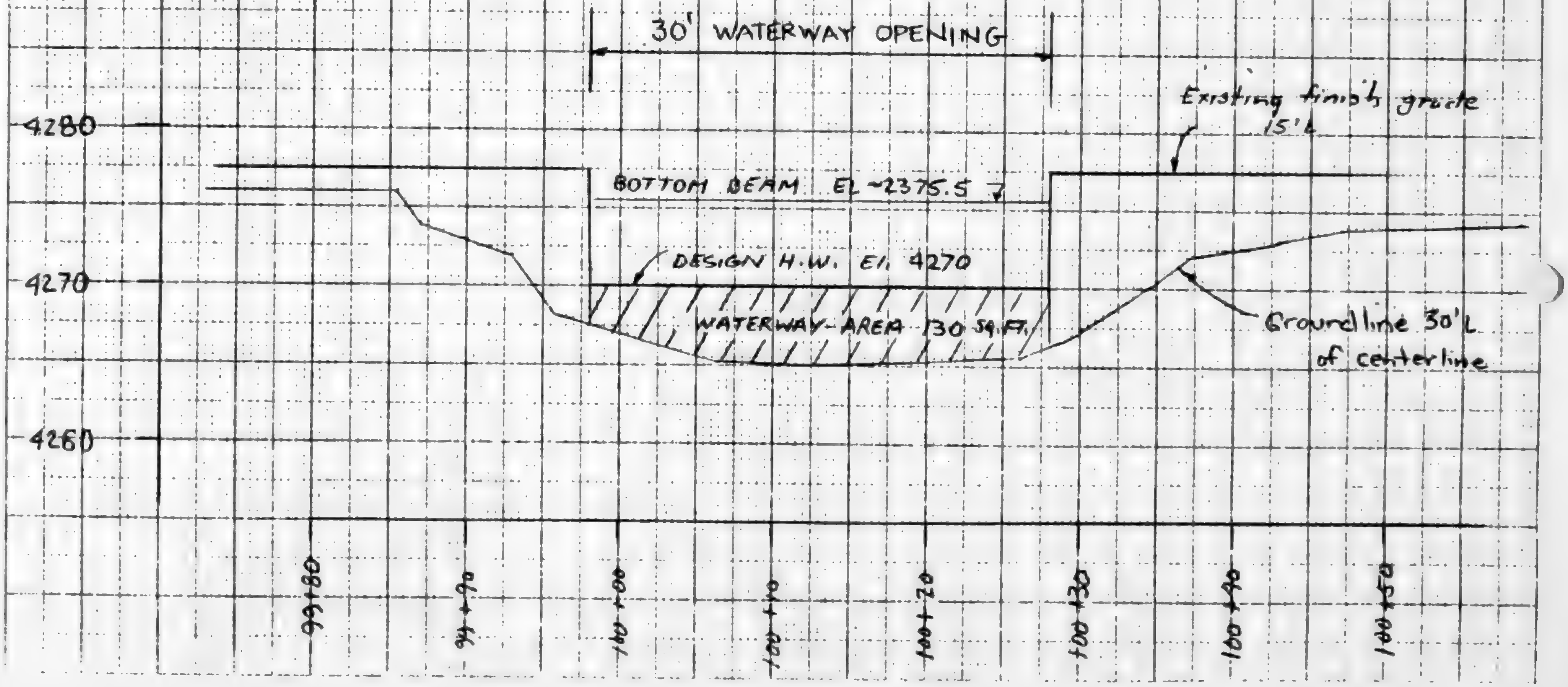
Attachment

cc			
Bob Pool	w/attach.	Glen Thommen	w/attach.
Walt Hart	"	Gary Potter	"
Rick Kuehn	"	Cam Gilmour	"
John Marks	"	Herb Schell, FHWA	"
Bob Hector	"		

CLEARPRINT PAPER CO. (30) 20 X 20 DIVISIONS PER INCH 150 X 200 DIVISIONS
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

FIGURE 1

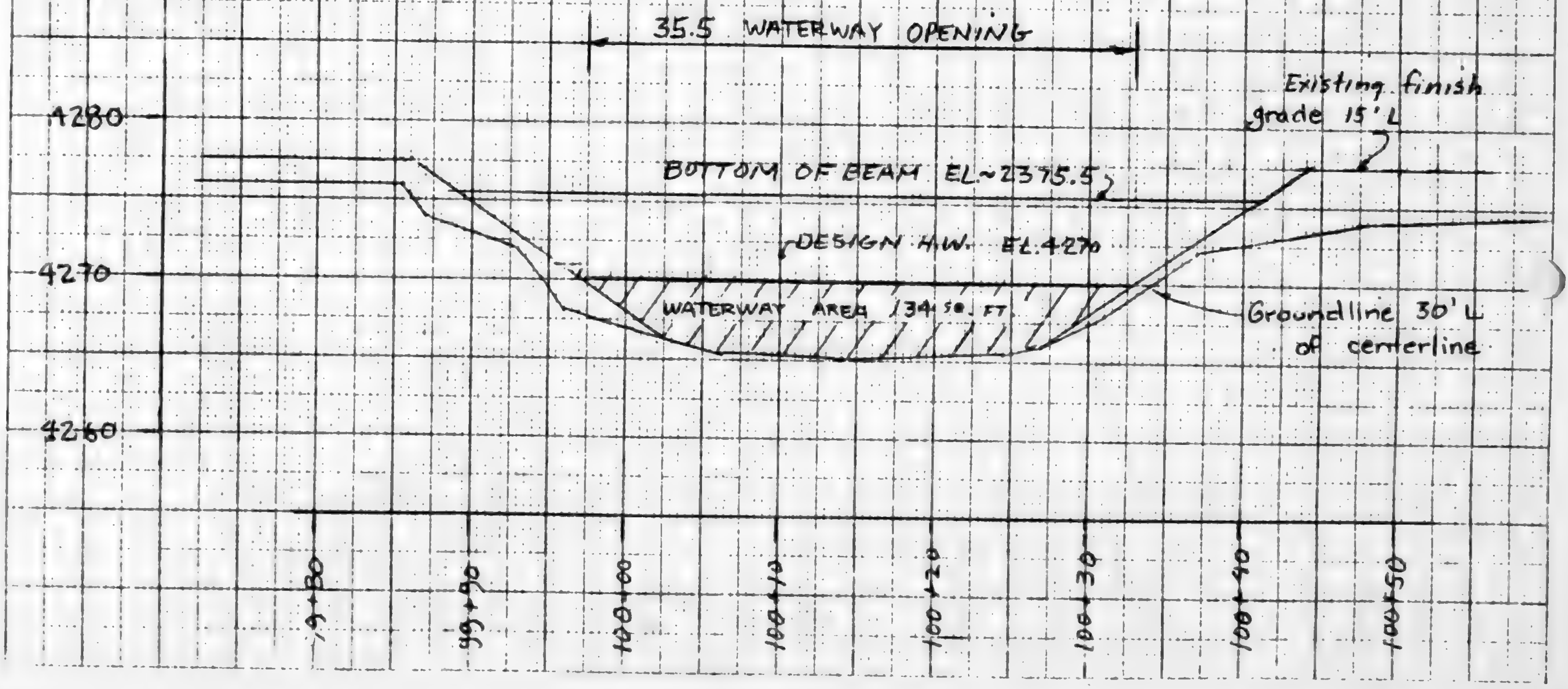
POWDER RIVER (W. DREDGE LOOP RD.)
30 FT. DOWNSTREAM OF CENTERLINE
ALTERNATE "A" & EXISTING


30' WATERWAY OPENING
Existing finish grade 15'L
BOTTOM BEAM EL ~2375.5
DESIGN H.W. El. 4270
WATERWAY AREA 130 SQ.FT.
Groundline 30'L of centerline
4280
4270
4260
99+80
99+90
100+00
100+10
100+20
100+30
100+40
100+50

CLEARPRINT PAPER CO. C.10 20 X 20 DIVISIONS PER INCH 150 X 200 DIVISIONS
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

FIGURE 2

POWDER RIVER (W. DREDGE LOOP RD.)
30 FT. DOWNSTREAM OF CENTERLINE
ALTERNATE "B"


35.5 WATERWAY OPENING
4280
4270
4260
BOTTOM OF BEAM EL~2375.5
DESIGN H.W. EL.4270
WATERWAY AREA 134 SQ. FT
Existing finish grade 15' L
Groundline 30' L of centerline
9+80
99+90
100+00
100+10
100+20
100+30
100+40
100+50

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	925	1230	1600	
	m³/s				
Frequency — yrs.		25	100	500	
H.W. Elevation Natural Channel	ft.	4270.0	4270.9	4271.8	
	m.				
Backwater Elevation	ft.	4270.1	4271.0	4272.0	
	m.				
Average Velocity	fps	7.2	8.2	9.2	
	mps				
Headwater Elevation	ft.	-	-	-	
	m.				
Tailwater Elevation	ft.	-	-	-	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "A" Vertical Abutments

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

POWDER RIVER (WEST DREDGE LOOP ROAD) BRIDGE #16798
BAKER COUNTY ROAD NO. 521 M.P. 0.23
BAKER COUNTY

COMPILED BY: I. D. Poindexter

DATE: May 16, 1985

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	925	1230	1600	
	m^3/s				
Frequency — yrs.		25	100	500	
H.W. Elevation Natural Channel	ft.	4270.0	4270.9	4271.8	
	m.				
Backwater Elevation	ft.	4270.1	4271.0	4272.0	
	m.				
Average Velocity	fps	7.1	7.7	8.4	
	mps				
Headwater Elevation	ft.	-	-	-	
	m.				
Tailwater Elevation	ft.	-	-	-	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "B" Spillthrough with 1-1/2 : 1 end slopes

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

POWDER RIVER (WEST DREDGE LOOP ROAD) BRIDGE #16798

BAKER COUNTY ROAD NO. 521 M.P. 0.23

BAKER COUNTY

COMPILED BY:	DATE:
I. D. Poindexter	May 16, 1985

May 9, 1985

PRO

Baker County Court
Attn: Dick Traw, Co. Roadmaster
Courthouse
Baker, OR 97814

Subject: Powder River (W. Dredge Loop Rd.) Bridge
Baker County
Project No. BROS-0100(10)

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8432, the County should submit an advance deposit for its share of the preliminary engineering cost.

Estimated P.E. Cost	$27,100.00
Less Free Bridge Design & Specs.	(5,000.00)
Less Federal Funds (80%)	(17,680.00)
COUNTY'S SHARE (20%)	$ 4,420.00
COUNTY'S SHARE & ADVANCE DEPOSIT	$ 4,400.00

Please submit your advance deposit in the amount of $4,400 so work may continue on your project. You may use one of the three options for payment described in the attachments.

Very truly yours,

ck
RECEIVED
5-28-85
WKS

Gary A. Potter, Manager
Program Section

GAP:me
Attachment
bcc: w/AD #85-42 Roger Lang, Region 5
Vern Skoog - Please return completed AD #85-42 when advance deposit is received.

CON 19-1

Powder R.

nig U. S. DEPARTMENT OF TRANSPORT ION FEDERAL HIGHWAY ADMINIST ION LETTER OF APPROVAL AND/OR AUTHORIZATION		1. FEDERAL-AID PROJECT NO. BROS-0100(10) 2. STATE PROJECT NO. See Below
3. FROM Mr. H. S. Coulter, State Highway Engineer Oregon State Highway Division, ODOT Salem, Oregon	4. PROGRAM NO. 5. ITEM NO. 50231	2A. COUNTY NAME Baker

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5-6-85	Non-Federal-aid	County Road

10. GENERAL LOCATION:

POWDER RIVER (WEST DREDGE LOOP ROAD) BRIDGE #01C230521-00023

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $27,100; Federal Funds $21,680

13. REMARKS

As requested by Mr. Potter's PEA dated May 2, 1985, subject to FHWA field review.

RECEIVED
STATE HWY ENGR
MAY 10 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
5/10

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/9/85	G. K. Hassner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,151

5-13-85

Powder River
(West Dredge Loop Road)
Bridge 01C230
Baker County
Prefix ~~37-1478-~~901
Location Narrative

General: This survey was initiated as an emergency bridge replacement survey, four of the six piles on the southerly end of the bridge have split and are giving little support to the cap & bridge. All remedial measures tried have failed. Baker County has placed a five ton load limit and may close the bridge. This bridge is on the county's normal bridge replacement schedule, but this failure has forced it to be updated.

This bridge is located at M.P. 0.23 on Baker County Road No. 521. This County road is approximately 2 miles east of Sumpter on the Sumpter Hwy. The A.D.T. is 40 as per the 1983 count.

Typical Section: The existing roadway is gravel surfaced with a width of 28ft. No change is proposed.

Alignment: No change proposed in either vertical or horizontal alignment, unless hydraulics determines the need for a grade change.

Right Of Way: No additional right of way is anticipated. The existing 60ft. width will be sufficient.

Surfacing & Earthwork: No earthwork is anticipated other than guard rail flares, Unless there is a grade change. The only surfacing that is anticipated is the amount required to cover the area excavated for structure work and for guard rail flares.

Detours or stage Construction: This road may be closed during construction, therefore no detours or stage construction is anticipated.

Structure: The county has proposed a 50 X 28 structure similar to the one built on Huckleberry Road several years ago. This bridge is located approximately 1/2 mile down stream on The Powder River. The proposed structure should be lengthened on the southerly end, as this is on the outside of a curve in the alignment.

Riprap: Riprap will be required on this structure. Especially on the southerly end. This end will probably require 700 C.Y. riprap. The notherly end riprap may be reduced to Class 50 or Class 100 .

Guard Rail: Standard guard rail flares with 3 rail at bridge corners, and bridge connections, will be required.

Utilities: CPU has a power line along the east side of the roadway. This line is about 28ft. from the center line of the bridge, this may cause problems when a crane is being used to drive pile or place slabs.

Project Manager

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section Powder R. (W. Dredge Loop Rd) Br Highway Co. Rd. County Baker

Assigned By Al Hansen Designer A. Dean Date 5-13-85

Directions Review Project & make cost estimate

Narrative By Designer This is a bridge replacement on emergency basis. 4 of the 6 pilings supporting the bridge cap on the southerly end have split. A 5 Ton limit has been placed on it and the bridge is in danger of being Closed.

No change in alignment, grade or typical section is proposed. However, due to the wider bridge and guardrail flare a certain amount of tapering will be necessary. An item for shoulder aggregate was put in the bid schedule to accomplish this since it is a small quantity and no other earthwork will be required. Baker County has a stockpile of 3/4"-0 within 2 miles of the job which can be used. This was confirmed by Ed Nielson, Project manager. Specifications should be loose enough to permit use of this rock.

No detour will be necessary. The road can be closed during the period of construction.

Hydraulics section has just started their work on this project and some assumption had tobe made to expedite the project. Class 700 riprap is all that is called for in the bid schedule, hydraulics didn't think the Class 50 or 100 suggested in the location narrative would be necessary. No filter blanket is called for, hydraulics thinks the ground in the area makes it unnecessary. An easement for placing the riprap may be necessary. This will depend on where hydraulics wants the riprap placed.

The estimated cost of the project will be \$127,594.00. The original program funding is \$127,400.

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

5-2-85

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd. 1.0 mi. Se of Sumpter "Powder Riv. (W. Dredge Loop Rd.) Br. Sec.	117	50231	BROS-0100(10)	Non	County Road

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Baker Code 001 Imp. Code 09 Emerg. Yr. ____ Type/Hwy. ____

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____________

Dist. 13 Cl. Ho. ..... Exempt X Date Approved ____________ No Reply ___

Project Environmental Class: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) Included in Nat'l. Hwy. Bridge Replacement Inventory Br. #01C230, with SR 34.9. Structure is under emergency situation with southerly abutment of timber structure failing.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 27,100
(80%)	FF	$ 21,680
	STATE	$ 1,000
	Co.	$ 4,420

For PR-37:
Field Phase $ ________
PS&E Phase $ ________

REMARKS: Attached are Parts 1, 2, and 4 of the Project Prospectus, and project map.

DDB:bkb Key #02930

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5-2-85	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

02930

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary A. Potter, Manager
Program Section

DATE: April 25, 1985

Attn: Mike Shultz

SUBJECT: EMERGENCY, HBR-OS
Powder River (W.Dredge Loop Rd.)Bridge Section
Bridge No. 01C230
CR 521, M.P. 0.23
Baker County

Enclosed is Federal Aid Project Request received from Baker County concerning the above subject project. Also enclosed are parts 1,2,3 & 4 of Project Prospectus explaining the details of the project.

Baker County had planned to replace this structure in their established program of priority bridge replacement. However, due to apparent acceleration of movement of the southerly abutment and splitting of piling, the structure needs immediate replacement. See enclosed photos.

Temporary repairs were considered but it was determined they would not be cost-effective and the bridge would still be structurally deficient. If the condition worsens, the County will close the bridge.

If the request is approved,it is felt we could use the same basic design of the Powder River (Huckleberry)Bridge, No. 16066, Hwy. #71, which is located about 1/2 mile downstream. I don't see how the hydraulics would change any in that length and we are still in the Sumpter Valley gravels.

Please take the necessary action to place the project in line for immediate consideration. Do not hesitate to call me if additional information is needed.

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

cc: program Sec
Fed. Aid
Local prog.
Location
Environ.

RCL/lm

Attachment

cc: The Honorable Larry Smith
Rick Traw
Jerry Backstrand

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 26 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

BAKER CO.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02930

SECTION Powder River (W. Dredge Loop Rd.) Bridge 01C230

REGION 5

Co.Rd. SURVEY AUTHORITY

AUTHORIZATION NO /

PREFIX 201-1995

DATE 4/24/85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 10,000	$10,000.	915 AUDITS	$	$	933 SURFACE DESIGN	$ 300	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	800	800	935 SOILS	100	100
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	500	500	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS	1,500	1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS	1,500	1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200	200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	0	0
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	500	500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	6,000	6,000.	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		0	927 FREE BRIDGE DESIGN	4,000	4,000	929 Free Br. Spec.	1,000	1,000
914 REGION UTILITY LIAISON	100	100	932 RAILROAD & UTILITIES	200	200			

TOTALS	$ 27,100	$ 27,100
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS-0100(10)

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes. Also, the County requests incorporation of data obtained in connection with construction of Powder River (Huckleberry) Bridge, No. 16066, constructed in 1973, if possible.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 24 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

APPROVED BY ST. HWY. ENGR 4/29/85

PREPARED BY	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 4/24/85	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 5/8/85	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02930

SECTION Powder River (W. Dredge Loop Rd.)Bridge #1C230			REGION 5
STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH 0.1
☐ URBAN ☒ RURAL	CITY	COUNTY Baker	ROAD/STREET NAME West Dredge Loop Road
ROUTE #	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE) Baker County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 30	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$ 0	PAVING (✓)		ACRES (#)	
ROADWAY	$ 20		STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 70		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 1				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 36.4		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 127.4	WORK TYPE (1-12)	5	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 157.4				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85	RECOMMENDED FUNDING SOURCE HBR – OS	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	40	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

EMERGENCY SITUATION. Southerly abutment of timber structure is failing. Piles are under severe stress and have split open about 4 to 5 inches. Structure is shown on National Inventory of Deficient Structures, SR=37.5,but is no longer valid.

PROPOSED SOLUTION

Recommend replacement with prestressed reinforced concrete slab span bridge, comparable to design of structure No. 16066, Hwy. 71, which is about 0.5 mile downstream.

REQUESTED, REGION ENGINEER X	DATE 4/24/85			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02930

SECTION Powder River (W.Dredge Loop Rd.) Bridge 01C230

REGION 5

PROJECT JUSTIFICATION

Emergency situation exists on this structure. The County had planned to replace this structure later in their bridge replacement program but recent inspection shows the southerly abutment is failing rapidly. Four of six piling have split and are opened up about 4 to 5 inches.

Temporary repairs were considered but it was determined they would not be cost-effective and the structure would remain structurally deficient. Inspections are being made on bi-weekly basis, a five ton load limit established and the bridge will be closed if necessary. Attempts to steel band the piles have not been successful.

It is requested prompt action be taken to assist the County. Also, it is suggested the replacement structure be patterned after the design of Bridge No. 16066, on Hwy. 71, built in 1973 under FAS-C by Baker County. This bridge is 0.5 mile downstream. Hydraulics should not change appreciably. Much time could be saved if the previous data could be used.

No right-of-way involved. Route may be closed during construction.

Request expedited A-95 review process if it is required under the Emergency situation.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 – PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02930

SECTION: Powder River (W.Dredge Loop Rd.) Bridge 1C230

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES 0 (LIST BELOW)

COMPANIES

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	0	DESIGN SPEED 35 mph	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							14	×	14							
							14		14							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
NO WORK UNLESS GRADE IS CHANGED					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	50	28	$70,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02930

SECTION Powder River (N.Dredge Loop Rd.)Bridge 01C230

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 4/24/85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$10,000.	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		0
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000.	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		0	927 FREE BRIDGE DESIGN		5,000			
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

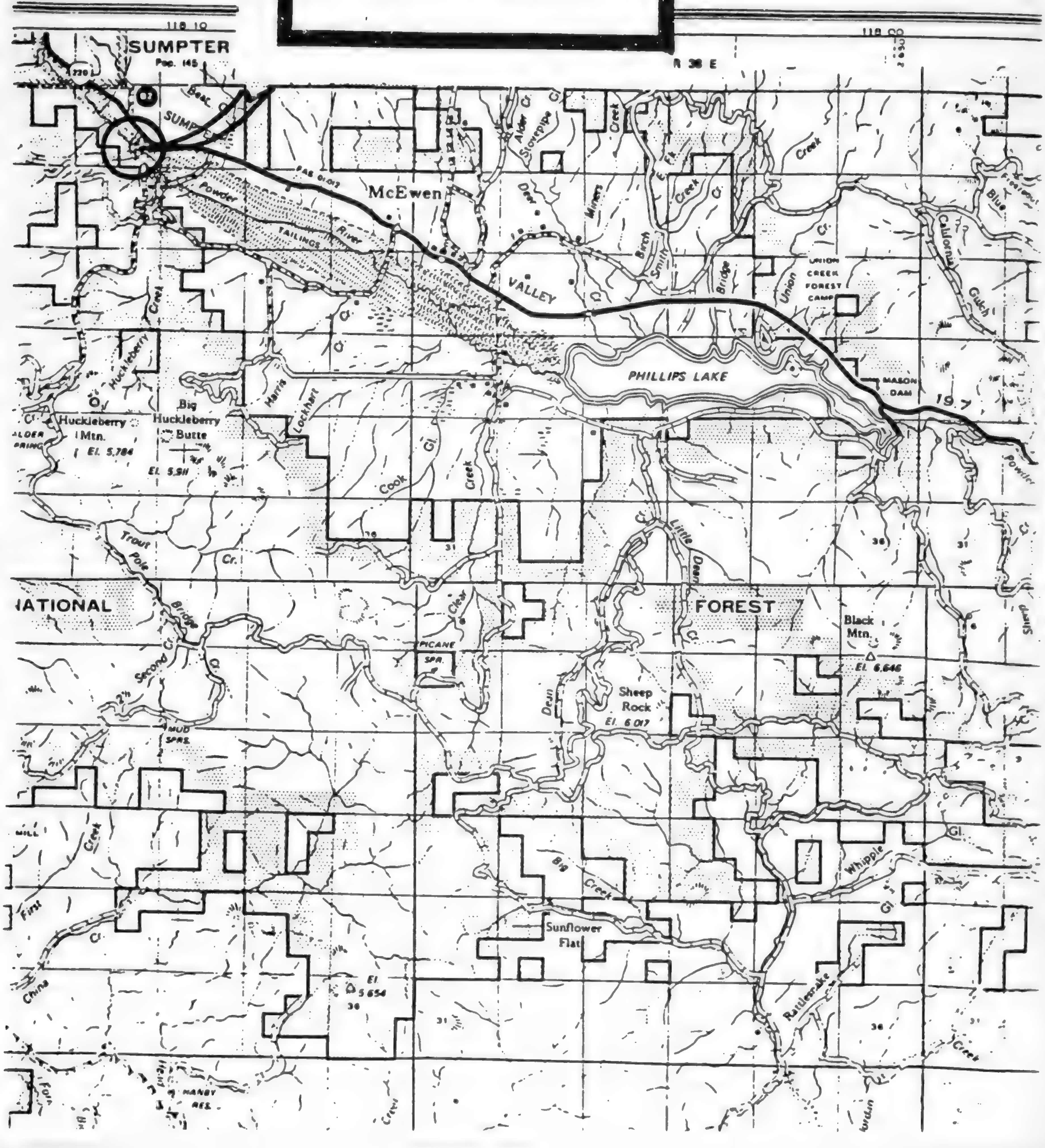
LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes. Also, the County requests incorporation of data obtained in connection with construction of Powder River (Huckleberry)Bridge, No. 16066, constructed in 1973, if possible.

PREPARED BY Roger C. Lang	DATE 4/24/85	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 4/24/85	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

02930

PROJECT


118 10
SUMPTER
Pop. 145
220
Beav. Cr.
SUMPTER
118 00
R 38 E
Alder Cr.
Stovepipe Gl.
Creek
McEwen
Powder
River
TAILINGS
Deer
Miners
Birch
Smith Creek
Bridge
Union
Creek
Cr.
UNION CREEK FOREST CAMP
California
Gulch
Blue
VALLEY
PHILLIPS LAKE
MASON DAM
19.7
Powder
Huckleberry
Creek
Harris
Lockhart
Cook
Gl.
Creek
Huckleberry Mtn.
El. 5,784
Big Huckleberry Butte
El. 5,911
ALDER SPRING
Trout
Pole
Bridge
Cr.
Little
Deer
Cr.
36
31
NATIONAL
FOREST
Black Mtn.
El. 6,646
Clear
PICANE SPR.
Sheep Rock
El. 6,017
Deer
2nd
Second Cr.
MUD SPRS.
Creek
First
Cr.
China
Big
Creek
Sunflower Flat
Whipple
Gl.
Rattlesnake
El. 5,654
36
31
MANBY RES.
Fork
Creek
Creek

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02930

SECTION: Powder River (W.Dredge Loop Rd.)Bridge 1C230

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

STATEWIDE CATEGORICAL EXCLUSION

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	

734-1913 (7-82)

4/24/85

02930

FEDERAL AID PROJECT REQUEST

Date APRIL 23, 1985

Applicant Agency BAKER COUNTY
Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR U.S. X
Federal Aid Route No. ____ Route Name WEST DREDGE LOOP ROAD
Project Name POWDER RIVER (W. DREDGE LOOP RD.) BRIDGE SECTION

Project Length 0.1 MILE Project Location (Attach sketch map)
Project Description STRUCTURE REPLACEMENT

Average Daily Traffic 40 (1983 est.) Design Speed 35 M.P.H.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28 Travel Lanes 2 Shoulders N/A
Medians None Parking ____
Sidewalks None
Remarks Low volume gravel road

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway No, gravel road
Remarks No roadway work except for guardrail flares.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No XX

3. Will additional right-of-way be needed? Yes ____ No XXX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Route may be closed during construction

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

No

2. **Proposed Signalization:**

Location None
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Powder River (W. Dredge Loop Rd.) 01C230 M.P. 0.23
Type Timber
Approach Roadway Width 28 Shoulder Width N/A
Length 28 Width 24
To remain in place? No

2. **Proposed Structure:**

Location Same as above
Approximate Size: Length 50 Width 28

Are sidewalk/bikeways desired: No-Gravel road, no plans to oil or pave

Are any utilities to be attached to structure?

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Recommend same design as Powder River (Huckleberry) Bridge

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No XX

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Rick Traw Roadmaster
   Office
2. Environmental Rick Traw Roadmaster
   Office
3. Public Hearing Rick Traw Roadmaster
   Office

Remarks Minimal action plan requirements anticipated for this project

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State XX Consultant _____

2. Project construction engineering to be performed by:

Applicant______ State XX Consultant______

3. Will applicant perform any work prior to or after award of contract?
Yes______ No XX
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 20,000
Right-of-way costs (if participating)	
Traffic control	1,000
Illumination	70,000
Structures	
Railroad	
Other 40% Engineering & Contigencies	36,400
Preliminary engineering	30,000
PROJECT TOTAL	$ 157,400

Remarks EMERGENCY SITUATION. Prompt action requested. Free Bridge Design and Specifications are requested by County so provided for by Oregon Revised Statutes.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Baker COUNTY

By______ By

By______ By

By

☐ RE ☐ RCE ☐ RME ☐ ROE
☑ RFA APR 24 1985 ☐
RECEIVED
REGION 5 OFFICE

02930

BAKER COUNTY
BAKER OREGON
COURTHOUSE
BAKER, OREGON
97814

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ REA APR 19 1985 ☐
RECEIVED
REGION 5 OFFICE

April 18, 1985

Roger Lang
Department of Transportation
Region 5 Office
La Grande, Oregon 97850

Re: Bridge No. 01c230

Dear Roger:

Inclosed are the snap shots of a bridge, crossing the Powder River in the Sumpter area. The pilings are split due to the movement of the retaining wall. Upon a resent inspection of the bridge we posted a 5-Ton Load Limit sign. A decision will have to be made in the near future as to the status of closing the road.

This brdige is located in a recreational area, which accommodates numerous campers, and motor homes.

If there is anyway we could get this bridge on a program for immediate repair or replacement Baker County would surely be grateful.

If you have any questions or need any additional information, please feel free to contact me.

Sincerely,

Rick Traw

Rick Traw, Roadmaster
Baker County Road Department

4/22/85

Tom Busche

Please give me your comment and recommendation soon as possible

Roger

cy Prospectus
W. J. Hart

RT/rl
Enclosures

#02930

Cy: Wire Prospectus
W.J. Hart

4-22-85

Roger;

Bridge #01C230 is a 28ft. Timber structure. Over the last four years the structure has developed a history of severe distress on the south abutment. As of 11-5-84, the date of the last inspection, 4 of the 6 piles at the south abutment had developed cracks and the pile cap is twisted as the result of rotation of the abutment.

An attempt was made to rectify the problem in 8/84. At that time the fill behind the backwall was dug out, the backwall was pulled back into place, and rip rap applied to the channel to preclude erosion of material from behind the backwall. As is evident from the continuation of the problem, this was not an effective repair measure. Material continues to be eroded from behind the backwall, especially during times of high water, with the resulting settlement of the roadway embankment and increased earth pressure forces on the backwall.

In my estimation, the only effective Temporary repair would be one which would incorporate a bracing system that would be anchored at the north abutment to keep the backwalls spread apart. B

Roger;

Bridge # 01C230 is a 28ft. Timber structure. Over the last four years the structure has developed a history of severe distress on the south abutment. As of 11-5-84, the date of the last inspection, 4 of the 6 piles at the south abutment had developed cracks and the pile cap is twisted as the result of rotation of the abutment.

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In my estimation, the only effective Temporary repair would be one which would incorporate a bracing system that would be anchored at the north abutment to keep the backwalls spread apart. Because of the damage already sustained by the piles in the south abutment and the deterioration of the deck and stringers, I would question the use of such a repair technique from the standpoint of economics.

Any perminent repairs should include channel realignment, replacement of the broken piles at the south abutment, replacement of the pile cap, and adequate containment for the roadway fill on the south approach.

Enclosed is a copy of the latest Bridge Inspection report and the Structure Inventory and Appraisal. If I can provide any additional information let me know.

Tom Busche
Region Br. Insp.

#02930

BRIDGE INSPECTION REPORT
OREGON STATE HIGHWAY DIVISION

BRIDGE NO. 01C230

BRIDGE TYPE wood
NAME Powder River (W. Dredge Loop Road)
(STATE, FAS, FAU, OS) HWY. NO. C-521
CROSSING (OVER, ~~UNDER~~) river
COUNTY Baker
INSP. FREQ. —
MILE POST 0.23
INSPECTORS' [illegible]
DISTRICT 13 Baker
YEAR BUILT 1965
A.C. (in.)
DATE 11/5/94
SIGNATURES

AR = As Repaired
OM = Original Member

OBSERVATIONS

(Rating Guide on back of sheet)

SUBSTRUCTURE (60)		Condition Rating AR	OM
1. END BENTS	Caps	4	
	Piles	2	
	Footings	—	
	Footing Piles	—	
	Backwalls, Bulkheads	4	
	Wings	5	
		/	
2. INTERIOR PIERS OR BENTS	Caps		
	Columns, Posts		
	Footings		
	Footing Piles		
	Piles		
	Bracing		
		/	
3. Debris on Seats		7	
4. Paint		—	
5. Collision Damage		3	
6. Scour		2	
7. Settlement (Footing or Piling)		6	
INSPECTOR'S CONDITION RATING (60)		2	

CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	3
2. Embankment Erosion	4
3. Drift	7
4. Vegetation	5
5. Channel Change	7
6. Fender System	—
7. Spur Dikes & Jetties	—
8. Riprap	7
9. Adequacy of Opening	5
INSPECTOR'S CONDITION RATING (61)	5

SUPERSTRUCTURE (59)		Condition Rating AR	OM
1. Stringers		5	
2. Girder or Beams		/	
3. Floor beams			
4. TRUSSES	Chords		
	Web Members		
	Portals		
	Bracing		
5. Diaphragms, Bridging			
6. Bearing Devices			
7. Paint		/	
8. Rivets or Bolts		6	
9. Welds		/	
10. Collision Damage		7	
11. Deflection under Load		7	
12. Alignment of Members		7	
13. Vibrations under Load		7	
14. Machinery (Movable Spans)		/	
		/	
INSPECTOR'S CONDITION RATING (59)		5	

CULVERTS & RETAIN. WALLS (62)		
1. Barrel or Wall	Concrete	—
	Steel	
	Timber	
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		—

DECK (58)	Condition Rating
1. Deck — Structural Condition	5
2. Wearing Surface	4
3. Deck Joints	—
4. Curbs, Felloe Guards	
5. Sidewalks	
6. Parapet, Concrete Barrier	—
7. Railing, Posts	4
8. Median Barrier, Railing	—
9. Paint	
10. Drains	
11. Lighting Standards	
12. Utilities	—
13. Vibrations in Deck	6
	—
	—
INSPECTOR'S CONDITION RATING (58)	5
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	3
2. Shoulder Embankment	6
3. Relief Joints	—
4. Approach Slab	
5. Guardrail	—
INSPECTOR'S CONDITION RATING (65)	3
SAFETY FEATURES (36)	6 6 6 6
APPR. ALINE. (72)	7
SIGNING	
1. Posted Loading	—
2. Legibility	
3. Visibility	
INSPECTOR'S CONDITION RATING	—

REMARKS (Key-in to item and number above)

58 – Deck is laminated wood, very worn, gravel and dirt between laminations, some nails showing, and there is [illegible] gravel on deck. Rails and posts are [illegible]

59 – Stringers have heavy weather checks and bracing on piles have loose bolts

60 – S. abutment is scoured under backwall and road [illegible] sinking and washing out. All the piles on this side are leaning in toward the river – from 1" to 6" or more. 4 of the piles are cracked, 2 very badly and cap is starting to twist from lack of support in center. Backwall is bulging and pushing on leaning piles. This problem has been getting worse for 4 years or more.

MAINTENANCE RECOMMENDATIONS

PREFIX	ITEM	COSTS ESTIMATED	COSTS ACTUAL	REPAIRS COMPLETE
	1 – Fix abutment on S. end			
	2 – Post 5 ton load limit at least			
	3 – Watch close for [illegible]			

Form 734-3884 (Rev. 6-81)

SP*86746-734

```
                                                    STRUCTURE INVENTORY AND APPRAISAL                           BRIDGE NO 01C230
34.9 SUFFICIENCY RATING (STRUC DEF)                                                                                               01/31/
            *** IDENTIFICATION ***                                         *** CLASSIFICATION ***
(1) STATE                                                      (24) HIGHWAY SYSTEM                              LOCAL RURAL
(2) HIGHWAY DISTRICT                                13         (25) ADMINISTRATIVE                                    OTHER
(3) COUNTY  001    (4) CITY/TOWN                  0000         (26) FUNCTIONAL CLASS                            MINOR RURAL
(5) INVENTORY ROUTE                          141C05210
(6) FEATURE INTERSECTED POWDER R (W DREDGE L RD)                    *** STRUCTURE DATA ***
(7) FACILITY CARRIED               C-521  NON-FA                                                    (42) TYPE SERVICE              HIGHWAY    WATERWA
(8) STRUCTURE NUMBER             01C230521 00023 (27) YEAR BUILT                       6500    (43) STRUCTURE TYPE MAIN       TIMBER /  STR/MB C
(9) LOCATION            00.2 MI S JCT ORE 220    (28) LANES ON STR 02 UNDER             00    (44) STRUCTURE TYPE APP         OTHER /      OTHE
10) VERT CLEARANCE                   99 FT 99 IN (29) ADT ON STR                    000040    (45) NO OF SPANS MAIN                          00
11) MILEPOINT                               0.23 (30) YEAR OF ADT                     1980    (46) NO OF APPROACH SPANS                     000
12) ROAD SECTION NO                         0000 (31) DESIGN LOAD                     H-15    (47) TOTAL HORIZ CLEARANCE                   23.0 F
13) DEFENSE BRIDGE LETTER                        (32) APP RDWY WDTH W/SHLD           28 FT    (48) MAX SPAN LENGTH                         0026 F
14) DEFENSE MILEPOINT                       0.00 (33) BRIDGE MEDIAN                   NONE    (49) STRUCTURE LENGTH                        0028 F
15) DEFENSE SECTION LENGTH                   0.0 (34) SKEW                              00    (50) SIDEWALK         LEFT  0.0 FT RIGHT      0.0 F
16) LATITUDE 00D  0.0   (17) LONGITUDE 000D  0.0 (35) STRUCTURE FLARED                  NO    (51) BRIDGE RDWY WIDTH CURB TO CURB          23.0 F
18) PHYSICAL VULNERABILITY                     1 (36) TRAFFIC SAFETY FTRS.            0000    (52) DECK WIDTH OUT TO OUT                   24.3 F
19) BYPASS DETOUR LENGTH                   06 MI (37) HISTORIC SIGNIFICANCE              4    (53) VERT CLEARANCE OVER DECK           99 FT 99 I
20) TOLL                            ON FREE ROAD (38) NAV CONTROL                       NO    (54) MIN VERT UNDERCLEARANCE            00 FT 00 I
21) CUSTODIAN                        CNTY AGENCY (39) NAV VERT CLEARANCE            000 FT    (55) MIN LAT UNDERCLEARANCE RIGHT            99.9 F
22) OWNER                            CNTY AGENCY (40) NAV HORIZ CLEARANCE          0000 FT    (56) MIN LAT UNDERCLEARANCE LEFT              0.0 F
23) FEDERAL-AID PROJECT NUMBER                   (41) OPEN OR CLOSED                  OPEN    (57) WEARING SURFACE                      WOOD PLAN
          *** CONDITION ***                    RATING
58) DECK                                          5                                              *** PROPOSED IMPROVEMENTS ***
59) SUPERSTRUCTURE                                5                                         (73) YEAR NEEDED                                190
0) SUBSTRUCTURE                                   2  FAILING                                (74) TYPE OF SERVICE                  0
1) CHANNEL & CHANNEL PROTECTION                   5                                         (75) TYPE OF WORK                                00
2) CULVERT & RETAINING WALLS                      N                                         (76) IMPROVEMENT LENGTH                     000000 F
3) ESTIMATED REMAINING LIFE                  05 YRS                                         (77) DESIGN LOADING                            UNKW
4) OPERATING RATING                   127    H  27T                                         (78) ROADWAY WIDTH                           0000 F
5) APPROACH ROADWAY ALIGNMENT                     3                                         (79) NUMBER OF LANES                              0
6) INVENTORY RATING                   115    H  15T                                         (80) ADT       000000      (81) YEAR            190
                                                                                            (82) PROPOSED RDWY IMPROVEMENT YEAR             190
          *** APPRAISAL ***                    RATING                                       (83) APPROACH IMPROVEMENT                    NOT AP
7) STRUCTURE CONDITION                            4
8) DECK GEOMETRY                                  4                                         (84) COST OF IMPROVEMENTS                         $
9) UNDERCLEARANCE VERTICAL & LATERAL              N                                         (85) P E COST                                     $
0) SAFE LOAD CAPACITY                             4                                         (86) DEMOLITION COST                              $
1) WATERWAY ADEQUACY                              8                                         (87) SUBSTRUCTURE COST                            $
2) APPROACH ROADWAY ALIGNMENT                     7                                         (88) SUPERSTRUCTURE COST                          $
                                                                                            (89)
                                                                                            (90) DATE OF LAST INSPECTION                11/05/8
                                                       *** STATE INFORMATION ***
1) INSPECTION FREQUENCY     793
2) ESTIMATED MAINT COST     0000
3) CULVERT LENGTH           000  FT
4) CULVERT INSIDE HEIGTH    00.0 FT
6) MAINTENCE NOTES          T10S R37E SECT4
```

1985 Mt. Hood Hwy. @ SE 362nd 10,152
Dr. (Sandy) Sec. of Mt. Hood Hwy.
(Grading, paving, & signals)

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 3/3/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. HES-24(46)
COMPLETION DATE (Actual) 5/29/86	ACCEPTANCE DATE BY CONRTACT AGENCY 9/34/86	TIME ELAPSED 89 %	CONTRACT TIME 45 C. D. but not later than 5/31/86

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MT. HOOD HIGHWAY @ 362ND DRIVE (SANDY)
MT. HOOD HIGHWAY
Grading, Paving and Signals

This project provided for the construction of traffic actuated signals and associated right turn lanes at the subject intersection.

The contract work was awarded to Highlite Construction Company on November 19, 1985. Work started April 10, 1986 and was completed May 20, 1986. The final construction cost of approximately $127,051.61 is 5% over the original authorization. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
MAR 18'87
REFER TO
Fredrickson
FOR
Info | Invest | R/D | | | | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 3-16-87	TITLE District Engineer A	DATE 3/17/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-323 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 11-24-86	State Oregon County Clackamas Project Number HES-24(46)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 27, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 120,797.00	$ 128,701.00
Federal funds	$ 108,717.00	$ 115,830.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of NOV, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Porter

Manager, Program Section
(Title)

~~BY~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon November 14, 1986

Federal-Aid Project No. HES-24(46)

Mt. Hood Highway @ S.E. 362nd Dr. (Sandy) Section
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal (1 location)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	450	$ 4,050.00	514	$ 4,626.00
1"-0 Aggregate Base	9.45	1,165	11,009.25	1,205	11,387.25
Class "C" Asphalt Concrete	40.00	300	12,000.00	345	13,800.00
Flaggers (PA #1A)	19.90	---	---	29	577.10
Remove Luminaire and Pole (SF #5)	---	---	---	---	1,010.33
Install Permanent Signing (SF #6)	---	---	---	---	691.91
Relocate Existing Illum. Sign (SF #7)	---	---	---	---	481.96
			$27,059.25		$32,574.55

Increase	$ 5,515.30
Subtotal from Estimate of November 25, 1985	104,129.51
Subtotal	$109,644.81
Engineering	16,446.19
Total	$126,091.00

Length of Project ------------------- 0.0 mile

RETAIN IN RESERVE

Permanent Signing	All Required	$ 2,300.00
	Subtotal	$ 2,300.00
	Engineering	310.00
	Total	$ 2,610.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Signal	141	$126,091.00	$113,481.00	$12,610.00
Reserve	141	2,610.00	2,349.00	261.00
TOTAL		$128,701.00	$115,830.00	$12,871.00

Group 010 = 0%; Group 011 = 98%; Group 081 = 2%
Contract No. C10152
Prefix: C037-1407 (P.E.)
Prefix: C10152

F03884

RLC:me

10,152 N

TO BE COMPLETED BY FHWA		
12-10	US Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Clackamas PROJECT NO. HES-24(46)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mt. Hood Highway @ S.E. 362nd Dr. (Sandy)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-16-85	0.00

OTHER *(Specify)*

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 120,797.00	$ 108,717.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

XXXFor: Larry Rulien
By
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator NOV 27 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 25, 1985

FEDERAL AID PROJECT NO. HES-24(46)

MT. HOOD HIGHWAY @ S.E. 362ND DR. (SANDY) SECTION
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Mobilization	Lump Sum	All	Lump Sum	$ 330.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	450	9.00	4,050.00
Temporary Barricades	Each	6	50.00	300.00
Temporary Plastic Safety Markers	Each	40	45.00	1,800.00
Sequential Arrow Signs	Each	1	1,000.00	1,000.00
Flaggers	Hour	80	20.00	1,600.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	880.00
General Excavation	Cu. Yd.	935	6.60	6,171.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	1,188.00
1"-0 Aggregate Base	Ton	1,165	9.45	11,009.25
Class "C" Asphalt Concrete	Ton	300	40.00	12,000.00
Extra for Asphalt Approaches	Each	2	330.00	660.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	45,049.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	2,016.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	7,098.00
				$ 95,651.25

ANTICIPATED ITEMS

Permanent Pavement Striping		All Required	$ 3,200.00
Temporary Pavement Striping		All Required	900.00
Remove Pavement Striping, Existing & Temporary		All Required	300.00
Roadside Seeding, Mulching & Landscape Restoration		All Required	1,000.00
State Furnished Prom & Program		All Required	700.00
Signal Controller Testing & Turn-On		All Required	1,900.00
EEO/Labor Compliance Monitoring	(0.5%)	All Required	478.26
			$ 8,478.26

SUBTOTAL	$104,129.51
Engineering	14,057.49
TOTAL	$118,187.00

Length of Project ------------- 0.0 mile

RETAIN IN RESERVE

Permanent Signing	All Required	$ 2,300.00
	SUBTOTAL	$ 2,300.00
	Engineering	310.00
	TOTAL	$ 2,610.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Signal	$118,187.00	$106,368.00	$11,819.00
Reserve	2,610.00	2,349.00	261.00
TOTAL	$120,797.00	$108,717.00	$12,080.00

Group 010: 0%; Group 011: 098%; Group 081: 002%
Contract No. C 10,152
Prefix: C037-1407 (P.E.)
Prefix: C 10152

Appn Code: 141

CPL:DDB:pf

10,150

October 7, 1986

CON 5 - #10,152

Great American Insurance Company
Pacific NW Regional Office
P.O. Box 21109
Seattle, WA 98111

On October 1, we wrote to you concerning release of final payment on Contract No. 10,152 awarded to Highlite Construction Company for work on the Mt. Hood Highway at SE 362nd Drive (Sandy) in Clackamas County.

Final payment on this contract is $1,360.30 and the total contract amount is $97,365.14. No work was performed under force account.

George Bell
Assistant Director

cgc
cc: Highlite Construction Company
33440 Carpenter Lane
Gresham, OR 97030

Corroon and Black of Oregon, Inc.
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,152

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10152

TO: Commission Services

DATE: September 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10152 , On Site Work Substantially Completed May 20, 1986

All Work Completed June 24, 1986

Project Mt. Hood Highway @ S.E. 362nd Drive (Sandy)

Highway Mt. Hood

County Clackamas

Type of Work Grading, Paving and Signals

Contractor Highlite Construction Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
SEP [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter written to Surety
10-1-86

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-24(46)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 7-1-86

4. PROGRAM NO.

5. ITEM NO. 50258

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 21, 1986

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

Mt. Hood Hwy at S. E. 362nd Drive (Sandy) Section

11. GENERAL DESCRIPTION OF WORK

Install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/21/86 as requested in Mr. Fredrickson's letter of 6/20/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $2,300; Federal Funds $2,070.

RECEIVED
STATE HWY ENGR
JUL 3 '86
REFER TO Potter
FOR
Info | Invest | N/O | O/R | Sign | Act | File

Orig to 7/3

14. DATE 7/1/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5
10152

DATE: June 30, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

OA Church for

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-24(46)

Contract 10152, Work Completed May 20, 1986

Project Mt. Hood Hwy. at SE 362nd Dr. (Sandy)

Highway Mt. Hood

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 19, 1986

OA Christianson
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 8 '86
REFER TO
FD
Info | Inv | R/D

L. W. RULIEN
JUL 01 1986
OREGON DIVISION

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Rick Kuehn
B. M. Walton

CPC/FL4

734-2023 (2-85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WE LY REPORT FOR CONSTRUCTION OJECTS

WEEK ENDING: June 28, 1986
CONTRACT NO: C10152
F A PROJECT NO: HES-24(46)
DATE OF AWARD: NOVEMBER 19, 1985
FIRST NOTIFICATION DATE: APRIL 10, 1986
ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND: MAY 20, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: JUNE 25, 1986
AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 100%

PROJECT NAME (SECTION): MT HOOD HWY @ 362ND DRIVE (SANDY)
HIGHWAY: MT HOOD
COUNTY: CLACKAMAS
CONTRACTOR: HIGHLITE CONSTRUCTION CO
KIND OF WORK: GRADING PAVING AND SIGNALS

PROJECT AUTHORIZATION
CURRENT AUTHORIZATION $ 111,218.84
ESTIMATED PROJECT COST $ 105,875.51
ESTIMATED PERCENT ~~OVERRUN~~ XXXX/[✓ UNDERRUN] -4.8 %

ENGINEERING
AUTHORIZATION $ 9,578.66
COST THIS WEEK $ 0.00
TOTAL TO DATE $ 12,695.00
PERCENT OF AUTHORIZATION 132 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	/ /	45	45	100	YES
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	935 CY	1,165 TN	300 TN			
EST. CORRECTED QUANTITIES	935 CY	1,205 TN	345 TN			
EST. PERFORMED TO DATE	600 CY	1,205 TN	345 TN			
PERCENT PERFORMED TO DATE	64	100	100	99	0	0

ACTIVITIES THIS WEEK:

No activity.
Office crew working on semifinal.

PROJECT VISITORS:

None

ACTIVITIES ANTICIPATED NEXT WEEK:

Semi-final and 3rd Notification submitted.

FINAL REPORT

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

P

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Gary Kennen
GARY KENNEN

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

52 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-24(46)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 50258
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE January 24, 1986
8. FEDERAL ROUTE NUMBER Primary 24
9. STATE ROUTE NUMBER Primary 26
10. GENERAL LOCATION:
Mt. Hood Hwy at S. E. 362nd Dr. (Sandy) Section
11. GENERAL DESCRIPTION OF WORK
Remove existing Street Lighting Facilities
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/24/86 as requested in Mr. Fredrickson's letter of 2/28/86 as being cost effective for the use of Portland General Electric forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $511.15;
Federal Funds $460.00.

RECEIVED
STATE HWY ENGR
MAR 13 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
3/13

14. DATE 3/11/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10 152 [illegible]

STATE OF OREGON **INTEROFFICE MEMO**
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: December 6, 1985

[illegible]

ES Hunter
FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 7, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened November 7, 1985 on the following projects:

1. Project postponed.

2. Bridge Road-Old Oregon Trail
   McNary Highway
   Umatilla County
   Bridges and Grade Separation Structures

   Principal roadway and structure shoulders can adequately accommodate bicycles; however, special consideration or facilities for the bicyclist and pedestrian is not necessary due to sparsity of population and other available routes. See ORS Chapter 266, Section 2, subsection 2(c).

3. Pine Creek (Crow Lane) Bridge Section
   Crow Lane (County Road)
   Baker County
   Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

4. Powder River (W. Dredge Loop Rd.) Bridge Section
   West Dredge Loop Road
   Baker County
   3ridges and Grade Separation Structures

   Same as No. 3.

5. Mt. Hood Hwy. @ 362nd Drive
   Mt. Hood Highway
   Clackamas County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

6. Coquille River Bridge
   Coquille-Bandon Highway
   Coos County
   Bridges and Grade Separation Structures

   Principal roadway and structure shoulders adequately accommodate bicyclists.

7. N.E. 84th Avenue-N.E. 88th Avenue
   East Portland Freeway
   Multnomah County
   Misc. Highway Appurtenances

   No new construction; adequate pedestrian and bicycle facilities already exist.

8. Scholls Hwy. @ Sorrento Road
   Scholls Highway
   Washington County
   Traffic Signals

   Sidewalk ramps and pedestrian signals will be provided for pedestrian and bicycle traffic.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

November 29, 1985

CON 5 - 10,152

Highlite Construction Company
33440 Carpenter Lane
Gresham, OR 97030

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,152 for work on the Mt. Hood Highway at SE 362nd Drive in Sandy, Clackamas County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Corroon and Black of Oregon, Inc.
P. O. Box 8699
Portland, OR 97207

Great American Insurance Company
Pacific NW Regional Office
P. O. Box 21109
Seattle, WA 98111

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Gary Kennen
L. E. George

Highlite Construction Co.
Electrical & General Contractors

(503) 663-4714

33440 Carpenter Lane
Gresham, OR 97030

November 7, 1985

Oregon Dept of Transportation
Attn: Robert Gormsen, Commission Svcs
121 Transportaiton Building
Salem, Oregon 97310

Re: Mt Hood Hwy at S.E. 362nd Dr. (Sandy)
Clackamas County, Oregon

Dear Sir:

In accordance with the contract provisions, following are the DBE/WBE firms used to meet the contract goals.

DBE - Cabrera Construction Co., Inc.
865 Conger St., Unit 14
Eugene, Oregon 97402
503-343-2506

Bid Item 1 -	$ 300.00
Bid Item 2 -	$ 200.00
Bid Item 3 - $8.50/ft	$3,825.00
Bid Item 4 - $50.00/ea	$ 300.00
Bid Item 5 - $39.00/ea	$1,560.00
Bid Item 6 - $200.00/wk	

WBE - Mayco Enterprises Inc.
P.O. Box 1648
Vancouver, Washington 98668
503-285-9201

Bid Item 14 -	$2,120.00

If you have any questions please call me.

Very truly yours,

Debra L Nelson

Debra L. Nelson
Office Manager

RECEIVED
NOV 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 26

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING Oct. 25, 1985
HIGHWAY NAME	COUNTY
PREFIX	C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	.1	.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 12,288
SALARY—THIS WEEK +	$ 0
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 12,288
AUTHORIZATION ÷	$ 10,000
% EXPENDED	123%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

No work this week.

Responded to question of Right-Of-Way dedication and legal description for Scholls Ferry Rd. at Sorrento intersection.

Responded to question on vertical datum for Hall Blvd. at Oak St. intersection.

Last report until further work required.

OCT 28 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 25

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT (METRO)
FOR WEEK ENDING: Oct. 18, 1985
HIGHWAY NAME:
COUNTY:
PREFIX: C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 12,217
SALARY—THIS WEEK +	$ 71
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 12,288
AUTHORIZATION ÷	$ 10,000
% EXPENDED	123%

ANTICIPATED OVERRUN: $ 0 | 0 %
ANTICIPATED TOTAL COSTS: $10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER:
DATE SUBMITTED:
AMOUNT: $

SIGNATURE: X Bob Schalk

NAME OF PROJECT MANAGER: Bob Schalk, Project Manager

OCT 21 1985

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

No work this week.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

TKA 7-6-1

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-24(46)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
50258

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 22 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE
October 16, 1985

8. FEDERAL ROUTE NUMBER
Primary 24

9. STATE ROUTE NUMBER
Primary 26

10. GENERAL LOCATION:
Mt. Hood Hwy @ S. E. 362nd Dr. (Sandy) Section

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10-3-85

13. REMARKS

fter concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 8-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $134,840; Federal Funds limited to $121,356.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE
10/18/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
FOE

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 24

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING Oct. 11, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE: UNIT LENGTH	MILEAGE: STAKED PREL.	MILEAGE: STAKED LOC.	% COMPLETE: FIELD	% COMPLETE: OFFICE	SURVEY DATES: STARTED	SURVEY DATES: ESTIMATED COMPLETION	ESTIMATED CONSTRUCTION COST
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 12,043
SALARY—THIS WEEK +	$ 174
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 12,217
AUTHORIZATION ÷	$ 10,000
% EXPENDED	122%

ANTICIPATED OVERRUN $ 0	0 %	ANTICIPATED TOTAL COSTS $10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1, 1985
Submitted Region Traffic Reports for all projects to Final Design.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Sent Region Right-Of-Way Cost Report for modified design to Curt Duval.

HALL BLVD. AT OAK

Obtained field data for Salem (top of manhole elevations and invert elevations, culvert elevations).

OCT 17 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 23

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING Oct. 4, 1985
HIGHWAY NAME	COUNTY
PREFIX C0371407	

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 11,779
SALARY—THIS WEEK +	$ 264
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 12,043
AUTHORIZATION ÷	$ 10,000
% EXPENDED	120%

ANTICIPATED OVERRUN $ 0	0 %	ANTICIPATED TOTAL COSTS $10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Sent modified design to Curt Duval for his review and submittal.
Sent copy of Right-Of-Way and easements for modified design to Metro Region Right-Of-Way Liaison.

OCT 7 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 22

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING Sept. 27, 1985
HIGHWAY NAME / COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE: UNIT LENGTH	MILEAGE: STAKED PREL.	MILEAGE: STAKED LOC.	% COMPLETE: FIELD	% COMPLETE: OFFICE	SURVEY DATES: STARTED	SURVEY DATES: ESTIMATED COMPLETION	ESTIMATED CONSTRUCTION COST
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 11,090
SALARY—THIS WEEK +	$ 689
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 11,779
AUTHORIZATION ÷	$ 10,000
% EXPENDED	118%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Mark [illegible] for:

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Developed solution for possible change to an urban section which avoids removal of trees and roadside landscaping. Developed profiles, cross section templates, estimate and detail map. Will review at Region level next week. Met with Curt Duval to view alternate solution. Preparing last details of alternate design to submit to Salem. Narrative.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 21

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT (METRO)

FOR WEEK ENDING: Sept. 20, 1985

HIGHWAY NAME:

COUNTY:

PREFIX: C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 10,642
SALARY—THIS WEEK +	$ 448
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 11,090
AUTHORIZATION ÷	$ 10,000
% EXPENDED	111%

ANTICIPATED OVERRUN: $ 0 | 0 %

ANTICIPATED TOTAL COSTS: $10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER: | DATE SUBMITTED: | AMOUNT: $

SIGNATURE: X Bob Schalk

NAME OF PROJECT MANAGER: Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Developed solution for possible change to an urban section which avoids removal of trees and roadside landscaping. Developed profiles, cross section templates, estimate and detail map. Will review at Region level next week.

SCHOLLS FERRY ROAD AT SORRENTO

Awaiting City of Tigard approved documentation of developers R/W donation.
Received and sent to Salem 9-20-85 sketch map of intersection and proposed R/W donation.

1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 20

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING Sept. 13, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$10,335	ANTICIPATED OVERRUN $ 0 0 %	ANTICIPATED TOTAL COSTS $10,000
SALARY—THIS WEEK +	$ 307		
OTHER—THIS WEEK +	$ 0		
TOTAL EXPENDITURES TO DATE	$10,642		
AUTHORIZATION ÷	$10,000		
% EXPENDED	106%		

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Developing alternative solutions for possible change to urban section to avoid removal of trees and roadside landscaping. Developing profiles, adjusting cross section templates.

SCHOLLS FERRY ROAD AT SORRENTO

Awaiting documentation of developers donation of R/W approved by the City of Tigard.

SEP 16 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 19

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING Sept. 6, 1985

HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE UNIT LENGTH	MILEAGE STAKED PREL.	MILEAGE STAKED LOC.	% COMPLETE FIELD	% COMPLETE OFF-ICE	SURVEY DATES STARTED	SURVEY DATES ESTIMATED COMPLETION	ESTIMATED CONSTRUCTION COST
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 10,156
SALARY—THIS WEEK +	$ 116
OTHER—THIS WEEK +	$ 63
TOTAL EXPENDITURES TO DATE	$ 10,335
AUTHORIZATION ÷	$ 10,000
% EXPENDED	103%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Mark [illegible] for:

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

HALL BLVD. AT OAK ST.

Submitted additional project materials as requested by Salem: cross-sections in vicinity of Ash Creek to determine flow and location; additional topography and data including intersection at Locust St.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Developing alternative solutions for possible change to urban section to avoid removal of trees and roadside landscaping.

SCHOLLS FERRY ROAD AT SORRENTO

Received map showing proposed R/W units, prepared by the developers' consultants.
Awaiting documentation of developers donation of R/W approved by the City of Tigard.

MT. HOOD HWY. AT 362ND

Met with George Gadeholt, Kerry Dayton, and Kathy Fry regarding Regions' concerns with preliminary plans.
Edited preliminary contract plans.

SEP 13 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 18

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING Aug. 30, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 9,004	ANTICIPATED OVERRUN $ 0	0%	ANTICIPATED TOTAL COSTS $10,000
SALARY—THIS WEEK +	$ 1,139	SUPPLEMENTAL AUTHORITY FOR SURVEY		
OTHER—THIS WEEK +	$ 13	NUMBER	DATE SUBMITTED	AMOUNT $
TOTAL EXPENDITURES TO DATE	$ 10,156	SIGNATURE		
AUTHORIZATION ÷	$ 10,000	X Mark Kleem FOR:		
% EXPENDED	102%	NAME OF PROJECT MANAGER Bob Schalk, Project Manager		

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

SEP 3 1985

Project submitted June 26, 1985.

Roadside inventories and Right-Of-Way estimates submitted Aug. 1, 1985.

Awaiting documentation of developer's donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project from the City of Tigard.

Studying Boones Ferry at Bridgeport for possible change to an urban section to avoid removing roadside trees and landscaping.

Field: Cross-sections for Hall Blvd. at Oak St. project taken around Ash Creek to determine creek flow and location.
Also, topography at Hall and Locust.
Plotting cross-sections and drafting additional topography information to construction detail map.
Preparing this additional data, as requested by Salem for transmittal.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 17

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT (METRO)

FOR WEEK ENDING: Aug. 23, 1985

HIGHWAY NAME:

COUNTY:

PREFIX: C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 8,040
SALARY—THIS WEEK +	$ 937
OTHER—THIS WEEK +	$ 27
TOTAL EXPENDITURES TO DATE	$ 9,004
AUTHORIZATION ÷	$ 10,000
% EXPENDED	90%

ANTICIPATED OVERRUN: $ 0 | 0 %

ANTICIPATED TOTAL COSTS: $10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE: X Bob Schalk

NAME OF PROJECT MANAGER: Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

[illegible] 26 1985

Project submitted June 26, 1985.

Roadside inventories and Right-Of-Way estimates submitted Aug. 1, 1985.

Awaiting documentation of developer's donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project from the City of Tigard.

Studying Boones Ferry at Bridgeport for possible change to an urban section to avoid removing roadside trees and landscaping.

The above as requested by Salem.

Field: Cross-sections for Hall Blvd. at Oak St. project taken around Ash Creek to determine creek flow and location.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 16

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING Aug. 16, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED		FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
			PREL.	LOC.					
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 7,850	ANTICIPATED OVERRUN $ 0	0 %	ANTICIPATED TOTAL COSTS $10,000
SALARY—THIS WEEK +	$ 190	SUPPLEMENTAL AUTHORITY FOR SURVEY		
OTHER—THIS WEEK +	$ 0	NUMBER	DATE SUBMITTED	AMOUNT $
TOTAL EXPENDITURES TO DATE	$ 8,040	SIGNATURE		
AUTHORIZATION ÷	$ 10,000	X Bob Schalk		
% EXPENDED	80%	NAME OF PROJECT MANAGER Bob Schalk, Project Manager		

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1985

Project submitted June 26, 1985.

Roadside inventories and Right-Of-Way estimates submitted Aug. 1, 1985.

Awaiting documentation of developer's donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project from the City of Tigard.

Studying Boones Ferry at Bridgeport for possible change to an urban section to avoid removing roadside trees and landscaping.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 15

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING Aug. 9, 1985
HIGHWAY NAME	COUNTY
PREFIX C0371407	

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 7,827
SALARY—THIS WEEK +	$ 23
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 7,850
AUTHORIZATION ÷	$ 10,000
% EXPENDED	78%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

AUG 12 1985

Project submitted June 26, 1985.

Roadside inventories and Right-Of-Way estimates submitted Aug. 1, 1985.

Document of developer donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

		Report No. 14
PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING Aug. 2, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED		FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
			PREL.	LOC.					
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 9,889	ANTICIPATED OVERRUN $ 8,000 | 300 %	ANTICIPATED TOTAL COSTS $10,000
SALARY—THIS WEEK +	$ 248		
OTHER—THIS WEEK +	$ 0		
TOTAL EXPENDITURES TO DATE	$ 10,137		
AUTHORIZATION ÷	$ 2,000		
% EXPENDED	507%		

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 10,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Project submitted June 26, 1985.

Sent roadside inventories and Right-Of-Way estimates for Hall Blvd. at Oak St. and Boones Ferry at Bridgeport on Aug. 1, 1985.

Checking for documents of developer donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project.

AUG 5 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 13

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING July 26, 1985

HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	99	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	99	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	99	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	99	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	99	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 9,376
SALARY—THIS WEEK +	$ 513
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 9,889
AUTHORIZATION ÷	$ 2,000
% EXPENDED	494%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 8,000	300 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 10,000

SIGNATURE

X Mark Beeson FOR:

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

JUL 29 1985

Project submitted June 26, 1985.

Filling out and taking pictures for road side inventory.

Completing roadside inventory.

Checking for documents of developer donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project.

Preparing transmittal letter for roadside inventory.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 12

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING July 19, 1985
HIGHWAY NAME	COUNTY
PREFIX C0371407	

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	99	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	99	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	99	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	99	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	99	4-29-85	6-26-85	137,000
6									
	TOTAL						[redacted]		591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 8,553	ANTICIPATED OVERRUN $ 8,000 | 300 %	ANTICIPATED TOTAL COSTS $10,000
SALARY—THIS WEEK +	$ 823	SUPPLEMENTAL AUTHORITY FOR SURVEY	
OTHER—THIS WEEK +	$ 0	NUMBER 2 DATE SUBMITTED 5-7-85	AMOUNT $ 10,000
TOTAL EXPENDITURES TO DATE	$ 9,376	SIGNATURE	
AUTHORIZATION ÷	$ 2,000	X Robert H. Schalk	
% EXPENDED	469%	NAME OF PROJECT MANAGER Bob Schalk, Project Manager	

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Project submitted June 26, 1985.

Filling out and taking pictures for road side inventory.

Sent Right-Of-Way maps to Right-Of-Way liaison agent for Right-Of-Way estimates and reports.

Completing roadside inventory.

Performed some minor surveys to provide Salem signal unit with signal pole location cross-sections.

Checking for documents of developer donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project.

JUL 2 2 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 11

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING July 12, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	99	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	99	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	99	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	99	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	99	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 8,214	ANTICIPATED OVERRUN $ 8,000	300 %	ANTICIPATED TOTAL COSTS $10,000
SALARY—THIS WEEK +	$ 335	SUPPLEMENTAL AUTHORITY FOR SURVEY		
OTHER—THIS WEEK +	$ 4	NUMBER 2	DATE SUBMITTED 5-7-85	AMOUNT $ 10,000
TOTAL EXPENDITURES TO DATE	$ 8,553	SIGNATURE X Bob Schalk		
AUTHORIZATION ÷	$ 2,000			
% EXPENDED	428%	NAME OF PROJECT MANAGER Bob Schalk, Project Manager		

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Project submitted June 26, 1985.

Filling out and taking pictures for road side inventory.

Prepared Right-Of-Way maps for Right-Of-Way liaison agent to determine and complete Right-Of-Way estimates and reports.

RECEIVED
JUL 15 1985
LOCATION

DISTRIBUTION: ORIGINAL — Location Engineer
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COPY — Project Manager
COPY — Originator

734-3114 (5-84)

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PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY ID#

SECTION Traffic Signals by Consultant (Metro)

REGION Metro

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000 F		300				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						

		TOTALS	$	$ 70,550
RIGHT-OF-WAY EA	PE FUNDING State	PREVIOUS AUTHORIZATION	$ 60,450
FEDERAL AID PROJECT NUMBER		ADD. AUTH. REQUIRED	$ 10,100

LOCATION ENGINEER'S REMARKS

A May 6,1985 review of these five (5) intersection projects by Metro-Region staff reveals road work and R/W requirements that were previously not anticipated and should be considered in the design.

This request is for additional 900 money to cover required field work on the Mt. Hood Hwy @ 362 nd Ave. project.

The projects are as follows: Mt. Hood Hwy @ 362nd Ave
Tualatin Valley Hwy @ S.W. 91st Ave
Beaverton/Tualatin Hwy @ S.W. Oak
Beaverton/Tualatin Hwy @ S.W. Bridgeport
Scholls Hwy @ Sorrento Rd.

PREPARED BY Original Signed by Curt Duval	DATE 5-29-85	APPROVED, ASST HIGHWAY ENGINEER X Duane O Christensen	DATE 7/1/85
RECOMMENDED, REGION ENGINEER X Original Signed by Edward Hardt	DATE 5-29-85	SEC. OR STATE HIGHWAY ENGINEER APPROVAL DATE	
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Traffic Signals by Consultant (Metro)	**COUNTY** Wash/Clack	**NO.**	**REGION** Metro
HIGHWAY Various **NO.**	**AUTHORIZATION NO.** 2	**PROJECT EA** C037-1407	**DATE** 7-1-85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING FIELD OFFICES	1,000		10,000	914 UTILITY LIAISON	7783		200
					1096		1,000
				915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A		22,650	916 PHOTOGRAMMETRY SERVICES	7142		
	N/A			917 INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A			920 PROJECT PROGRAMMING	06(00)		200
903 FINAL DESIGN BRIDGES AND FOUNDATIONS	74(__)			921 SPECIFICATIONS AND ESTIMATES	7200		7,500
	7420			923 ENVIRONMENTAL STUDIES	75(00)		200
					75(__)		
904 PRELIMINARY DESIGN	7110						
				925 AIR MONITORING	7510		
905 FINAL DESIGN	73(00)		3,750	927 FREE BRIDGE DESIGN	74(__)		
906 REDESIGN	73(__)				74(__)		
907 T.P.D.T. DESIGN	73(31)		1,250	929 FREE BRIDGE SPECIFICATIONS	7200		
908 FIELD TESTING	1094		1,500	933 BASE DESIGN	7141		1,500
909 RIGHT-OF-WAY DESCRIPTION	7551			934 GEOTECHNICAL INVESTIGATION	7120		
910 RIGHT-OF-WAY MAPS	7111			937 HYDRAULIC STUDIES	7143		
911 SIGN AND SIGNAL DESIGN	76(00)		15,000	949 SYSTEM STUDIES	N/A		
	76(__)			960 PROCESS PROJECT PROSPECTUS	7144		100
	1070		2,500	961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(__)			962 RECONNAISSANCE SURVEYS	71(__)		
913 RIGHT-OF-WAY LIAISON	7730		2,000	963 REVIEW FIELD SURVEYS	7113		900

RECEIVED
JUL 24 1985
ROAD DESIGN SECTION

1 RDE
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734-1914 (1-85)

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 10

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING July 5, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	99	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	99	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	99	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	99	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	99	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 8,214	ANTICIPATED OVERRUN $ 8,000	300 %	ANTICIPATED TOTAL COSTS $10,000
SALARY—THIS WEEK +	$ 0	SUPPLEMENTAL AUTHORITY FOR SURVEY		
OTHER—THIS WEEK +	$ 0	NUMBER 2	DATE SUBMITTED 5-7-85	AMOUNT $ 10,000
TOTAL EXPENDITURES TO DATE	$ 8,214	SIGNATURE X Bob Schalk		
AUTHORIZATION ÷	$ 2,000			
% EXPENDED	411%	NAME OF PROJECT MANAGER Bob Schalk, Project Manager		

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

No work done this week.

Note: Estimated construction costs above were changed on this report to reflect estimates submitted with projects on June 26, 1985.

RECEIVED
JUL 5 1985
ROAD DESIGN SECTION

RDE
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DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 9

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING June 28, 1985
HIGHWAY NAME / COUNTY	PREFIX C371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	99	4-29-85	6-26-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	99	4-29-85	6-26-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	99	4-29-85	6-26-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	99	4-29-85	6-26-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	99	4-29-85	6-26-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 6,992
SALARY—THIS WEEK +	$ 1,222
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 8,214
AUTHORIZATION ÷	$ 2,000
% EXPENDED	411%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 8,000	300 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 10,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Made copies of completed narratives and sepias of all maps.

Prepared project for submittal and wrote submittal letter.

Submitted project of all 5 intersections on 6-26-85 to Bob Pool.

Roadside inventory and other reports (such as utilities) will be sent when completed.

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ROAD DESIGN SECTION
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COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

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Traffic Signals by Consultant - Narrative Report

Mt. Hood Highway at 362nd Avenue

Clackamas County

PREFIX: 37-1407

TABLE OF CONTENTS

	Page
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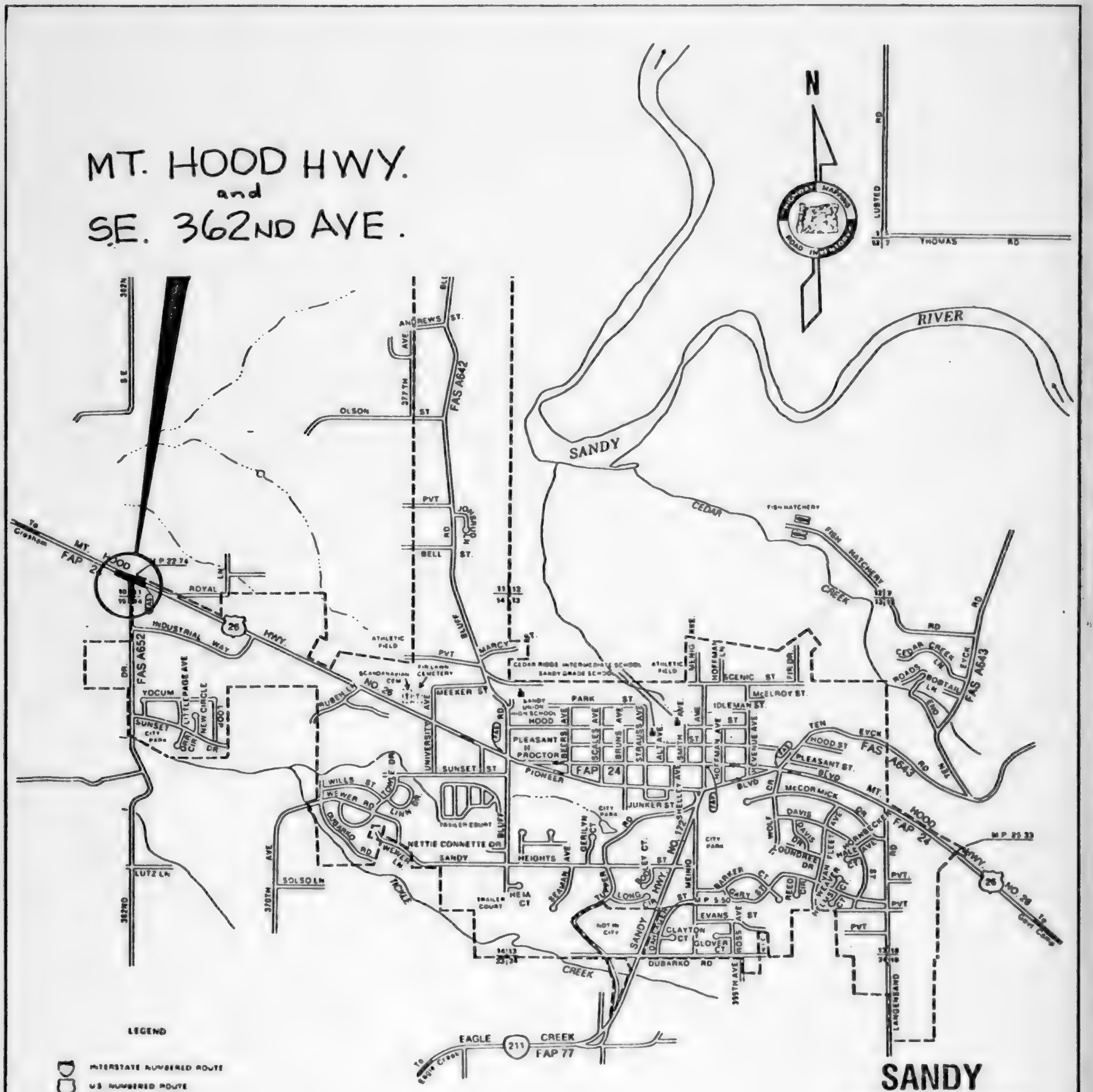
History of Project	3
Project Alternatives	n/a
Purpose of Project	3
Termini	4
Scope	4
Horizontal Control	4
Vertical Control	4
Horizontal Alignment	4
Vertical Alignment	5
Typical Sections	5
Land Use	n/a
Drainage	5
Right-of-Way and Easements	5
Utilities	5
Structures	n/a
Railroad Crossings	n/a
Sidewalks and Driveways	6
Bicycle Paths and Pedestrian Facilities	6
Property Owners Attitude	n/a
Stage Construction and Detours	6
Transit Facilities	n/a
Signalization	6
Landscaping	6
Material Sources	6
Excess Material	n/a
Stockpile Sites	n/a
Waste Areas	n/a
Temporary Protection & Direction of Traffic	7
Frontage Roads	n/a
Conditions of Existing Surface	7
Geology	7
Special Specifications	n/a
Permanent Signing	7
Cost	7



MT. HOOD HWY.
and
S.E. 362ND AVE.

N
HIGHWAY MAPPING ROAD INVENTORY
LUSTED RD
THOMAS RD
SANDY RIVER
CEDAR CREEK
FISH HATCHERY
FISH HATCHERY RD
To Gresham
MT. HOOD
FAP 24
MP 22.74
ROYAL LN
INDUSTRIAL WAY
HWY. NO 26
26
362ND
FAS A652
YOCUM
SUNSET
ANDREWS ST.
377TH AVE
OLSON ST
FAS A642
BLUFF RD
PVT
BELL ST.
MARCY ST.
ATHLETIC FIELD
SCANDINAVIAN CEM
FIR LAWN CEMETERY
CEDAR RIDGE INTERMEDIATE SCHOOL
SANDY GRADE SCHOOL
SANDY UNION HIGH SCHOOL
MEEKER ST
UNIVERSITY AVE
PARK ST
HOOD
PLEASANT
PROCTOR
PIONEER
SCALES AVE
BRUNS
STRAUSS AVE
SMITH AVE
HOFFMAN AVE
SCENIC ST
McELROY ST.
IDLEMAN ST.
TEN EYCK
HOOD ST
PLEASANT ST.
FAS A643
McCORMICK
DAVIS
ROUNDREE DR
WOLF
SUNSET ST
WILLS ST
WEWER RD
DUBARKO RD
LINN DR
TRAILER COURT
NETTIE CONNETTE DR
SANDY HEIGHTS
GERILYN CT
CITY PARK
JUNKER ST
SANDY HWY NO. 172
MEINIG
BARKER CT
EVANS ST
CLAYTON CT
GLOVER CT
ROSS AVE
M P 5.50
SOLSO LN
LUTZ LN
370TH AVE
NOLTE
MESA CT
TRAILER COURT
CREEK
DUBARKO RD
395TH AVE
PVT
LANGENSAND
CEDAR CREEK LN
BOBTAIL LN
ROADS END
MP 23.33
To Govt Camp
EAGLE CREEK
211
FAP 77
To Eagle Creek

LEGEND

INTERSTATE NUMBERED ROUTE
US NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL

POST OFFICE
SCHOOL
LIBRARY
CITY LIMITS
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY

Copies of the map are available at nominal cost from
Oregon Dept. of Transportation, Salem, Oregon 97310

T2S R4-5E W M

SCALE

1000	0	1000	2000	3000 FEET

300	0	300	600	900 METERS

SANDY

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 3,465

Revised August, 1984

CLEARING AND GRUBBING ESTIMATE
OREGON STATE HIGHWAY DIVISION

Project	County	Date	Analyst
Mt. Hood Hwy @ 362nd Ave	Clackamas		

Vegetation Type	Description	*Price Range/Acre
Very Light	Eastern Ore. Sagebrush & Junipers	300.00 to 600.00
Light	2" to 4" Diameter, Brush	600.00 to 2,000.00
Medium	4" to 6" Small Trees & Brush	2,000.00 to 4,000.00
Heavy	6" to 8" Small Trees & Heavy Brush	4,000.00 to 6,000.00
Extra Heavy	Coastal Trees & Brush	6,000.00 to 9,000.00

*Includes Allowance For Stump Removal

Area Calculation	Acreage	Price	Total
(L) (W) / 43,560 =			
(L) (W) / 43,560 =			
(L) (W) / 43,560 =			
(L) (W) / 43,560 =			
(L) (W) / 43,560 =			

Merchantable Timber
(Incl. Stumps) Considered
As Zero, Unless Cold
Decked For The Owner

Comments:

UNMERCHANTABLE TIMBER

Size	Quantity	Price	Total
8" to 12"		80.00	
13" to 16"		100.00	
17" to 24"		130.00	
25" to 36"		200.00	
37" to 50"		300.00	
51" to 75"		450.00	
76" to 100"		600.00	

STUMPS (CHIPPING & REMOVAL)

Size	Quantity	Common	Rock	Total
8" to 12"		20.00 to	30.00	
13" to 16"		25.00 to	50.00	
17" to 24"		30.00 to	70.00	
25" to 36"		40.00 to	100.00	
37" to 50"		55.00 to	150.00	
51" to 75"		75.00 to	200.00	
76" to 100"		95.00 to	275.00	

Use:
$1,500.00 minimum

Grand Total 1500^{00}

REMOVAL OF STRUCTURES AND OBSTRUCTIONS

OREGON STATE HIGHWAY DIVISION

Project	County	Date	Analyst
Mt. Hood Hwy @ 362nd Ave.	Clackamas		

ITEM	Unit	Price Range	Quantity	Price	Total
Aprons, Box Culvert	Each	$600.00			
Concrete Surfacing 4" to 6"	Sq. Yd.	4.00 to 7.50			
Reinforced Concrete 7" to 24"	Cu. Yd.	60.00 to 80.00			
Pavement, Asphalt, 5000-500	Sq. Yd.	2.00 to 3.00			
Pavement, Concrete	Sq. Yd.	4.00 to 6.00			
Curbs Asphalt	Lin. Ft.	0.75 to 1.00			
Curbs Concrete	Lin. Ft.	2.00 to 3.00			
Driveways Asphalt	Sq. Yd.	1.50 to 2.00			
Driveways Concrete	Sq. Yd.	3.00 to 5.00			
Walks Asphalt	Sq. Yd.	1.50			
Walks Concrete	Sq. Yd.	3.00 to 5.00			
Islands, Asphalt	Sq. Yd.	2.50			
Islands, Concrete	Sq. Yd.	4.00 to 6.00			
Fence Type 1 & 2	Lin. Ft.	0.75 to 1.00			
Fence Type 3 & CL	Lin. Ft.	1.50 to 2.50			
Guard Rail	Lin. Ft.	2.00 to 3.00			
Metal Median Barrier	Lin. Ft.	3.00 to 4.00			
Inlets	Each	100.00 to 200.00			
Inlet Grate & Frame	Each	40.00			
Manholes 6' to 12'	Each	200.00 to 300.00			
Pipe 4"	Lin. Ft.	2.00			
Pipe 6"	Lin. Ft.	2.25			
Pipe 8"	Lin. Ft.	2.50			
Pipe 10"	Lin. Ft.	2.75			
Pipe 12"	Lin. Ft.	3.00			
Pipe 15"	Lin. Ft.	4.00			
Pipe 18"	Lin. Ft.	4.50			
Pipe 24"	Lin. Ft.	5.00			
Pipe 36"	Lin. Ft.	6.50			
Pipe ______ size	Lin. Ft.				
Pipe ______ size	Lin. Ft.				

MT. HOOD HWY. @ 362ND Ave.

203 EARTH WORK SUMMARY SHEET

General Excavation:

'P'-line		3788 Ft^3	OR	140 yd^3
'D'-line		14345 Ft^3		531 yd^3
	TOTAL	18,133		671 yd^3

OREGON STATE HIGHWAY DIVISION

EARTH WORK COMPUTATION SHEET

SECTION Mt Hood Hwy @ 362nd Ave HIGHWAY Mt. Hood Hwy #26 LINE "P"-line

EFIX NO. 37-1407 CONTRACT NO. SHRINK OR SWELL FACTOR

STATION		AREA FT²		VOLUME FT³		ADJUSTED FILL VOLUME	SUMMATION
		CUT	FILL	CUT	FILL		
702+50		0					
	50			375			
703+00		15					
	50			875			
703+50		20	0				
	50			750	100		
704+00		10	4				
	50			550	200		
704+50		12	4				
	50			675	150		
705+00		15	2				
	25			438	50		
705+25		10	2				
	25			125	25		
705+50		0	0				

PAGE TOTAL	3788 FT³	525 FT³
SUB TOTAL	3788 FT³	525 FT³
	OR 140 yd³	OR 20 yd³

IBM NO.

orm 734-3103

PAGE NO.

OREGON STATE HIGHWAY DIVISION

EARTH WORK COMPUTATION SHEET

SECTION Mt Hood Hwy. @ 362nd Ave HIGHWAY Mt. Hood Hwy #26 LINE "D"-line

FIX NO. 37-1407 CONTRACT NO. SHRINK OR SWELL FACTOR

STATION		AREA FT²		VOLUME FT³		ADJUSTED FILL VOLUME	SUMMATION
		CUT	FILL	CUT	FILL		
0+50		0					
	32			1200			
0+82		75					
	18			1395			
1+00		80					
	50			3375			
1+50		55					
	50			2625			
2+00		50					
	50			2750			
2+50		60					
	50			2250			
3+00		30					
	50			750			
3+50		0					

PAGE TOTAL	14 345 FT³	
SUB TOTAL	14345 FT³	
	531 yd³	

IBM NO.

rm 734-3103

PAGE NO.

403 Surfacing Totals

Aggregate Base		270	TONS
Aggregate Level (3/4"-0)		30	TONS
Watering		7	M-Gal
Asphalt Conc. Pavement [New Work] + [Existing Work]	[60]+[265] =	315	TONS
Asphalt Cement in Mixture	[4]+[18] =	22	TONS
Tack Coat	[0.4]+[0.02]	0.42	TONS

Surfacing Calculation Sheet

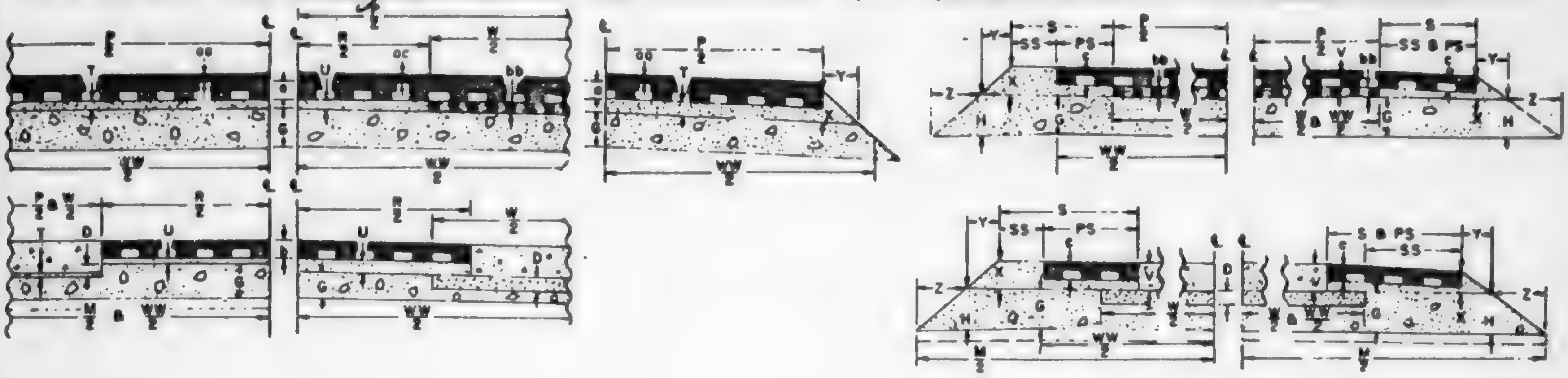
OREGON STATE HIGHWAY DIVISION

Sheet ____ of ____ Sheets

Made By *PJK* Date *6/13/85*

Checked By ______ Date ______

Section *Mt. Hood Hwy @ 362nd Ave.* Highway *Mt. Hood #26* County *Clackamas*



New Work

4" AC Wearing Surface & Base

19" Aggregate Base

Length of Section (L) ______ Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity *2.8*

LIME TREATED SUBGRADE (M) ___ x (L) ___ / 9 ______ (Depth in inches) ______ (d) ______ Sq Yds.

Lime ___ / 6 x .01125 x (d) ______ = ______ Tons

AGGREGATE BASE

$\left[\dfrac{\left(\dfrac{(B)+(H)}{2} \times (SS+Y)\right)+\left(\dfrac{(H)}{2} \times (Z)\right)}{27} + \dfrac{\left(\dfrac{(G)+(H)}{2} \times (SS+Y)\right)+\left(\dfrac{(H)}{2} \times (Z)\right)}{27}\right]\left((L) \right) =$ ______

$\left(\dfrac{\text{Area } 2325}{27} \times 19/12\right)$ or $\left[\dfrac{\left((WW) \times (G)\right)-\left((D) \times (W)\right) \times (L)}{27}\right] =$ *137*

(1.30) = ______ Cu. Yds.

(*1.96*) = *270* Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\dfrac{\left((R) \times (U)\right)+\left((P) \times (T)\right)}{27}\right]\left((L) \right) =$ ______

Shoulders $\left[\dfrac{\left(\dfrac{(V)+(X)}{2} \times (S)\right)+\left(\dfrac{(X)}{2} \times (Y)\right)-\left((PS) \times (C)\right)}{27}\right](2)\left((L) \right) =$ ______

(1.30) = ______ Cu. Yds.

(*) = ______ Tons

WATERING

Crushed Material *258* Cu. Yd. x .025 = *7*

Earthwork ______ Cu. Yd. x __**__ = ______

7 M-Gals.

**Furnished by Construction Section

CEMENT TREATED BASE $\left(\dfrac{(W) \times (D) \times (L)}{27}\right)\left(\quad \right)^* =$ ______ (e) Tons

Cement in CTB .055 x (e) ______ = ______ Tons

Asphalt in Seal (W) ___ x (L) ___ x .000137 ______ Tons

PLANT-MIX BITUMINOUS BASE (W) ___ x (L) ___ x (bb) ___ x $\left(\dfrac{\text{Tons / Sq Ft}}{1'' \text{ Thick}}\right)^*$ ___ = ______ (f) Tons

Asphalt in Bituminous Base Mixture .055 x (f) ______ = ______ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable. The dimensions "u", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base. All other dimensions shall be expressed in feet or decimals of feet.

SURFACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT

Roadway (R)+(PS) 2325 X (L) X (b or c) 4" X (Tons/Sq Ft 1" Thick) 0.00631 = 59
Shoulders & Median ______ X ______ X ______ X ______ = ______
} ______ (s) 60 Tons

Asphalt Cement in Mixture .065 x (g) 59 = (h) 4 Tons

ASPHALT CONCRETE WEARING COURSE SEAL)

Roadway & Shoulders (P) ______ X (L) ______ X (aa) ______ X (Tons/Sq Ft 1" Thick) ______ = ______ = ______ Tons
Asphalt Cement in Mixture .07 x (h) ______ = ______ Tons
Cement Additive in Mixture .01 x (h) ______ = ______ Tons

ASPHALT PRIME COAT

Aggregates ((WIDTH) ______ X (L) ______) (.00083) = ______ Cu. Yds
Asphalt (*) = ______ Tons

TACK COAT Emulsified Asphalt

(Area 2325) (.0000091) (New Bituminous Surfaces) ______ 0.02 Tons
(.0000182) (Existing Surfaces) ______ Tons

ASPHALT PENETRATION MACADAM

Penetration Asphalt (*) = ______ Tons
Emulsified Asphalt ( ) = ______ Tons
Aggregates ((W DTH) ______ X (L) ______)
1¼"–¾" ( ) = ______ ______
¾"–½" ( ) = ______ ______
½"–¼" ( ) = ______ ______
¼"–#10 ( ) = ______ ______
} = ______ Cu. Yds.

* See below for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a, "aa," "b," "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Surfacing Calculation Sheet

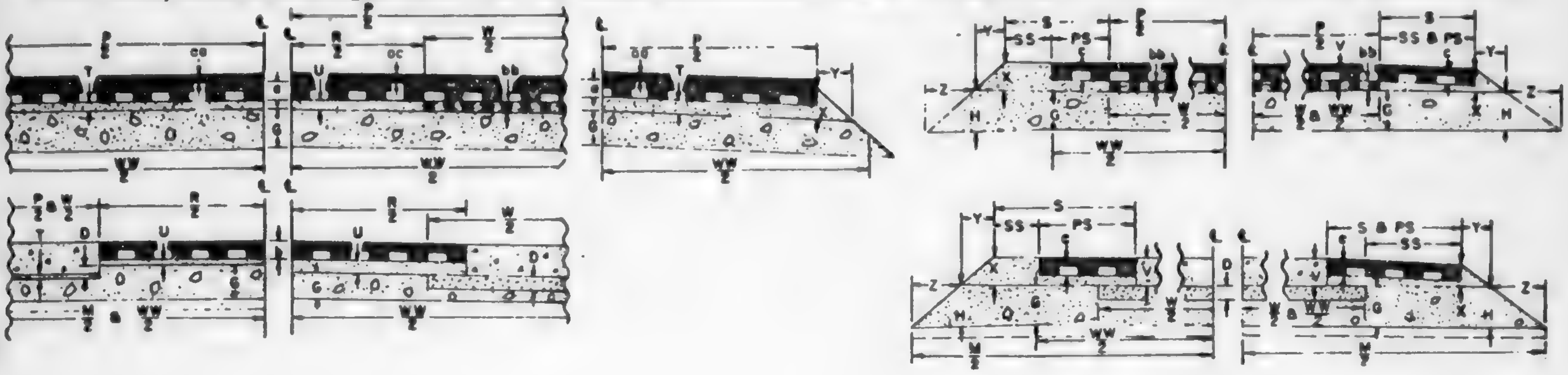
OREGON STATE HIGHWAY DIVISION

Sheet ______ of ______ Sheets

Made By RJM. Date 6/13/85

Checked By __________ Date __________

Section Mt. Hood Hwy @ 362nd. Ave. Highway Mt. Hood #26 County Clackamas



New Work

2" Aggregate Level (3/4"-0)

Length of Section (L) ______ Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity 2.8

LIME TREATED SUBGRADE (M) x (L) / 9 ______ (Depth in inches) ______ (d) ______ Sq Yds.

Lime ______ / 6 x .01125 x (d) ______ = ______ Tons

AGGREGATE BASE

[((G)+(H))/2 x (SS+Y) + (H)/2 x (Z)] / 27 + [((G)+(H))/2 x (SS+Y) + (H)/2 x (Z)] / 27 ((L)) = ______ (1.30) = ______ Cu. Yds.

(2325 / 27 x 2/12) or [((WW) x (G)) - ((D) x (W)) x (L)] / 27 = 15 (1.96) = 30 Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) x (U)) + ((P) x (T))] / 27 ((L)) = ______ (1.30) = ______ Cu. Yds.

Shoulders [(((V)+(X))/2 x (S)) + ((X)/2 x (Y)) - ((PS) x (C))] / 27 (2) ((L)) = ______ (*) = ______ Tons

WATERING

Crushed Material ______ Cu. Yd. x .025 = ______

Earthwork ______ Cu. Yd. x ______ ** = ______ } ______ M-Gals.

**Furnished by Construction Section

CEMENT TREATED BASE ((W) x (D) / 27 x (L)) ( )* = ______ (e) ______ Tons

Cement in CTB .055 x (e) ______ = ______ Tons

Asphalt in Seal (W) ______ x (L) ______ x .000137 ______ Tons

PLANT-MIX BITUMINOUS BASE (W) ______ x (L) ______ x (bb) ______ x (Tons/Sq Ft 1" Thick)* ______ = ______ (f) ______ Tons

Asphalt in Bituminous Base Mixture .055 x (f) ______ = ______ Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable. The dimensions "u", "aa", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base. All other dimensions shall be expressed in feet or decimals of feet.

SURFACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT

Roadway (P) ________ X (L) ________ X (a) ________ X (Tons/Sq Ft 1" Thick) ________ = ________

Shoulders & Median (R)+(PS) ________ X (L) ________ X (b or c) ________ X ________ = ________

} ________ (g) ________ Tons

Asphalt Cement in Mixture .065 x (g) ________ = ________ Tons

ASPHALT CONCRETE WEARING COURSE SEAL)

Roadway & Shoulders (P) ________ X (L) ________ X (aa) ________ X (Tons/Sq Ft 1" Thick) ________ = ________ (h) ________ Tons

Asphalt Cement in Mixture .07 x (h) ________ = ________ Tons

Cement Additive in Mixture .01 x (h) ________ = ________ Tons

ASPHALT PRIME COAT

Aggregates ((WIDTH) ________ X (L) ________) (.00083) = ________ Cu. Yds

Asphalt (*) = ________ Tons

TACK COAT Emulsified Asphalt ((WIDTH) ________ X (L) ________)

(.0000091) (New Bituminous Surfaces) ________ Tons

(.0000182) (Existing Surfaces) ________ Tons

ASPHALT PENETRATION MACADAM

Penetration Asphalt (*) = ________ Tons

Emulsified Asphalt ( ) = ________ Tons

Aggregates

1¼"–¾" ( ) = ________

¾"–½" ( ) = ________

½"–¼" ( ) = ________

¼"–#10 ( ) = ________

((WIDTH) ________ X (L) ________) } = ________ Cu. Yds.

* See below for factor

NOTE Use only that portion of this sheet which is applicable
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	Gals./Ton at Normal Applic. Temp.	Tons/Sq.Ft.
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	Tons/Sq. Ft. 1" Thick
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	0-9	0-11	0-30	00-30	0-31	0-32	0-33
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Surfacing Calculation Sheet

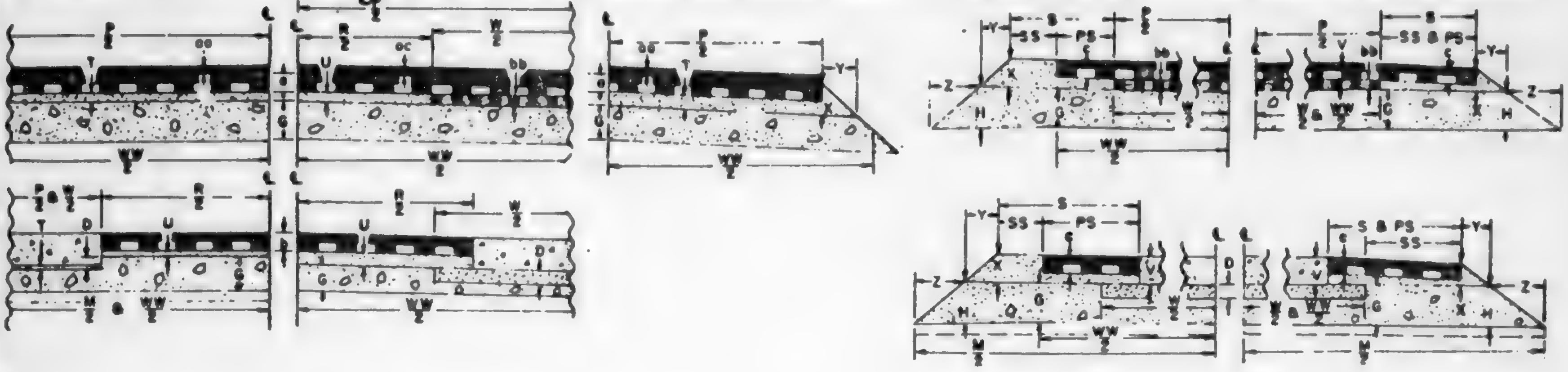
OREGON STATE HIGHWAY DIVISION

Sheet ______ of ______ Sheets

Made By *p/m* Date *6/13/85*

Checked By __________ Date __________

Section *Mt. Hood Hwy @ 362nd Ave.* Highway *Mt. Hood Hwy* County *Clackamas*



Existing Roadway

2" Overlay

Length of Section ________ (L) Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity *2.8*

LIME TREATED SUBGRADE $\frac{(M) \times (L)}{9}$ ________ (d) ________ Sq Yds.

Lime $\frac{}{6}$ x .01125 x (d) ________ = ________ Tons

AGGREGATE BASE

$\left[\frac{\left(\frac{(B)+(H)}{2} \times (SS+Y)\right)+\left(\frac{(H)}{2} \times (Z)\right)}{27} + \frac{\left(\frac{(G)+(H)}{2} \times (SS+Y)\right)+\left(\frac{(H)}{2} \times (Z)\right)}{27}\right]((L))$ = ________

$\left(\frac{(WW) \times (G)}{27} \times (L)\right)$ or $\left[\frac{((WW) \times (G))-((D) \times (W))}{27} \times (L)\right]$ = ________

(1.30) = ________ Cu. Yds.

(*) = ________

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{((R) \times (U))+((P) \times (T))}{27}\right]((L))$ = ________

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2} \times (S)\right)+\left(\frac{(X)}{2} \times (Y)\right)-((PS) \times (C))}{27}\right](2)((L))$ = ________

(1.30) = ________ Cu. Yds.

(*) = ________ Tons

WATERING Crushed Material ________ Cu. Yd. x .025 = ________

Earthwork ________ Cu. Yd. x ** = ________

________ M-Gals.

**Furnished by Construction Section

CEMENT TREATED BASE $\left(\frac{(W) \times (D)}{27} \times (L)\right)()^{*}$ = ________ (e) Tons

Cement in CTB .055 x (e) ________ = ________ Tons

Asphalt in Seal (W) ________ x (L) ________ x .000137 ________ Tons

PLANT-MIX BITUMINOUS BASE (W) ________ x (L) ________ x (bb) ________ x (Tons/Sq Ft 1" Thick)* ________ = ________ (f) Tons

Asphalt in Bituminous Base Mixture .055 x (f) ________ = ________ Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "u", "aa", "bb", "c" & "e" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

SURFACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT

Roadway (R)+(PS) 20,950 X (L) X (b or c) 2" X (Tons/Sq Ft 1" Thick) 0.00631 = 265 (S) 265 Tons

Shoulders & Median ___ X ___ X ___ X ___ = ___

Asphalt Cement in Mixture .065 x (g) 265 = 18 Tons

ASPHALT CONCRETE WEARING COURSE (SEAL)

Roadway & Shoulders (P) ___ X (L) ___ X (aa) ___ X (Tons/Sq Ft 1" Thick) ___ = ___ - (h) ___ Tons

Asphalt Cement in Mixture .07 x (h) ___ = ___ Tons

Cement Additive in Mixture .01 x (h) ___ = ___ Tons

ASPHALT PRIME COAT

Aggregates ((WIDTH) ___ X (L) ___)(.00083) = ___ Cu. Yds.

Asphalt (*) = ___ Tons

TACK COAT Emulsified Asphalt (20950)

(.0000091) (New Bituminous Surfaces) ___ Tons

(.0000182) (Existing Surfaces) 0.4 Tons

ASPHALT PENETRATION MACADAM

Penetration Asphalt (*) = ___ Tons

Emulsified Asphalt ( ) = ___ Tons

Aggregates ((W DTH) ___ X (L) ___)

1¼"-¾" ( ) = ___

¾"-½" ( ) = ___

½"-¼" ( ) = ___

¼"-#10 ( ) = ___

= ___ Cu. Yds.

—* See below for factor

NOTE Use only that portion of this sheet which is applicable
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A C Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

---

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Mt. Hood. Hwy. @ 362ND. AVE.

403 Surface Calc. for Pavement

NEW PAVEMENT

ON HIGH 26

wide length

$(6') \times (140') = 840^{\square'}$

$\left(\frac{0+6}{2}\right) \times (120') = 360^{\square'}$

$\left.\right\} = 1200^{\square'}$ OR $134^{\square yd}$

362nd Ave. $\left(\frac{0+15}{2}\right) \times (150') = 1125^{\square'}$ OR $125^{\square yd}$

TOTAL $2325^{\square'}$ OR 258

EXISTING ROADWAY

HIGH 26 $\left(\frac{35+40}{2}\right) \times (320') = 12{,}000^{\square'}$ OR. $1333^{\square yd}$

362ND

$$\left\{\begin{array}{l} (20) \times (170) \\ + (10) \times (15) \text{ \{DRWY\}} \\ + \left(\frac{20+80}{2}\right) \times (100) \\ + (20) \times (20) \text{ \{DRWY\}} \end{array}\right. = 8950^{\square'}$$

OR $995^{\square yd}$

TOTAL 20,950

OREGON STATE HIGHWAY DIVISION
SPECIFICATIONS UNIT

STRIPING COST ESTIMATE

SECTION Mt. Hood Hwy @ 362nd Ave. DATE 5/30/85

HIGHWAY Mt. Hood Hwy LENGTH ______ NAME ______

PERMANENT STRIPING

Travel, Standby, etc. (4 hrs. min.)	4	hrs. x $185	$ 740
4-inch Solid Lines (Edge, No Passing, etc.)	0.1	miles x $185	20
4-inch Skip Lines (Centerline, Lane Line, etc.)		miles x $72	
Stop Bars		each x $72	
Cross Walks		each x $155	
Small Legends (Arrows, ONLY, etc.)	2	each x $77	155
Large Legends (School Crossing, RXR, etc.)		each x $155	
Extra for Interchange Ramps		ramps x $250	
Double Yellow Centerline		miles x $330	
Painted Area		sq. ft. x $0.11	
		Total Permanent Striping	$ 915

TEMPORARY STRIPING

Travel, Standby, etc. (4 hrs. min.)		hrs. x $185	$
4-inch Solid Lines (Edge, No passing, etc.)		miles x $185	
4-inch Skip Lines (Centerline, Lane Line, etc.)		miles x $72	
Stop Bars		each x $72	
Cross Walks		each x $155	
Small Legends (Arrows, ONLY, etc.)		each x $77	
Large Legends (School Crossing, RXR, etc.)		each x $155	
Extra for interchange ramps		ramps x $250	
Other			
		Total Temporary Striping	$

REMOVE PAVEMENT STRIPING (Existing & Temporary)

Lines		miles x $1260	$
Small Legends		each x $80	
Large Legends		each x $160	
		SUB Total ~~Removal~~	$ 915.

(SUBTOTAL) x (2) as per Jim McClure + Curt Duval Instructions 1830

INTERSECTION IMPROVEMENTS
5 LOCATIONS IN THE METRO REGION
DESIGN REQUIREMENTS
MAY - 1985

The purpose of this report is to describe the design requirements for five intersections in the Metro-Region. A consultant was hired by the Highway Division to prepare vicinity maps of these locations. The work task required of the consultant is now complete and the preliminary design is underway.

The design intersection location and work required are as follows:

1. Mt. Hood Hwy (US - 26) @ SE 362nd Ave.
   Signalization
2. Beaverton-Tualatin Hwy (Hall Blvd.) @ Oak St.
   Channelization
3. Beaverton-Tualatin Hwy @ Bridgeport Road
   Signalization and Channelization
4. Scholls Hwy @ Sorrento Road
   Signalization and Channelize
5. Canyon Road @ SW 91st Avenue
   Signalization

MT. HOOD HWY AT SE 362nd AVENUE

This intersection is located on the Mt. Hood Hwy at M.P. 22.74. The intersection meets the Interuption of Continuous Traffic and was placed on the Statewide Traffic Signal Priority list in July 1979.

The 1984 traffic counts show 17,300 vehicles per day (vpd) on the Mt. Hood Hwy and 3200 vpd on SE 362nd. SE 362nd forms a "T" intersection with the Mt. Hood Hwy. A wide median currently exists on the Mt. Hood Highway and is striped for left turns into SE 362nd Avenue..

The design of the project should include signalization, restriping the median area of the highway to provide adequate storage, constructing a right turn lane from the highway to SE 362nd and minor widening on the SE 362nd Avenue approach to the Mt. Hood Highway. A sketch showing the desired lanes and storage length is attached.

BEAVERTON - TUALATIN HWY AT OAK STREET

This intersection is located on the Beaverton-Tualatin Hwy at M.P. 4.25. The work involved at this location would provide channelization on the highway (see attached sketch). This location was also identified to meet signal warrants several years ago however, current traffic volumes do not warrant the consideration of a traffic signal. Washington County is also reviewing traffic circulation in the area with the intent of reducing traffic using oak street. The 1984 traffic count shows 9,700 vpd on the Beaverton-Tualatin Hwy and 1800 vpd using Oak Street.

Major work will be required on the Beaverton-Tualatin Hwy to construct the channelization. Storage length required for the left turn lane, are shown on the sketch.

BEAVERTON - TUALATIN HWY AT BRIDGEPORT ROAD

This intersection is located on the Beaverton-Tualatin Hwy @ M.P. 8.35. The intersection meets the Minimum Traffic Volume warrant and placed on the Statewide Signal Priority List in March of 1980.

1984 traffic counts show 9,200 vpd on the Beaverton - Tualatin Hwy with 4500 ~~000~~ vpd on the Bridgeport leg. Riverdell intersects to the west and provides access to a number of single family homes in the area. Riverdell carries approximately 700 vpd.

The improvement will require left turn channelization on the Highway. A minimum 45 foot radius should be provided on the northeast corner of this intersection to allow for the buses and larger vehicles at this intersection. It would be desirable to line up the slight off-set intersections of Bridgeport and Riverdell however, there is not sufficient funds or overall benefits to accomplish this.

The storage length and turn lane requirements are shown on the attached sketch.

SCHOLLS HWY AT SORRENTO ROAD

The intersection is located at M.P. 8.05 on the Scholls Hwy. The intersection meets the Interuption of Continuous Traffic warrant and was placed on the Statewide Signal Priority List in February 1982.

At the present time, Sorrento Road intersects Scholls Hwy as a "T" intersection from the north. Sorrento Road approach contains a left turn and a right turn lane on this approach. Left turn channelization also is constructed on Scholls Hwy for eastbound to northbound traffic. Current 1984 traffic counts show 17,000 vpd on Scholls Hwy and over 4,200 vpd on Sorrento Road.

New development is planned on the southside of Scholls Hwy and will be served by a new street access opposite Sorrento Road. The new access road is known as

SW 125th. The developer is responsible for improvement of SW 125th and for the added cost to provide full signalization of this intersection. Some minor roadway work is required to widen the east leg of Scholls Hwy to provide adequate storage length.

The required roadway improvement and storage lengths are shown on the attached sketch.

CANYON ROAD AT SW 91ST AVENUE

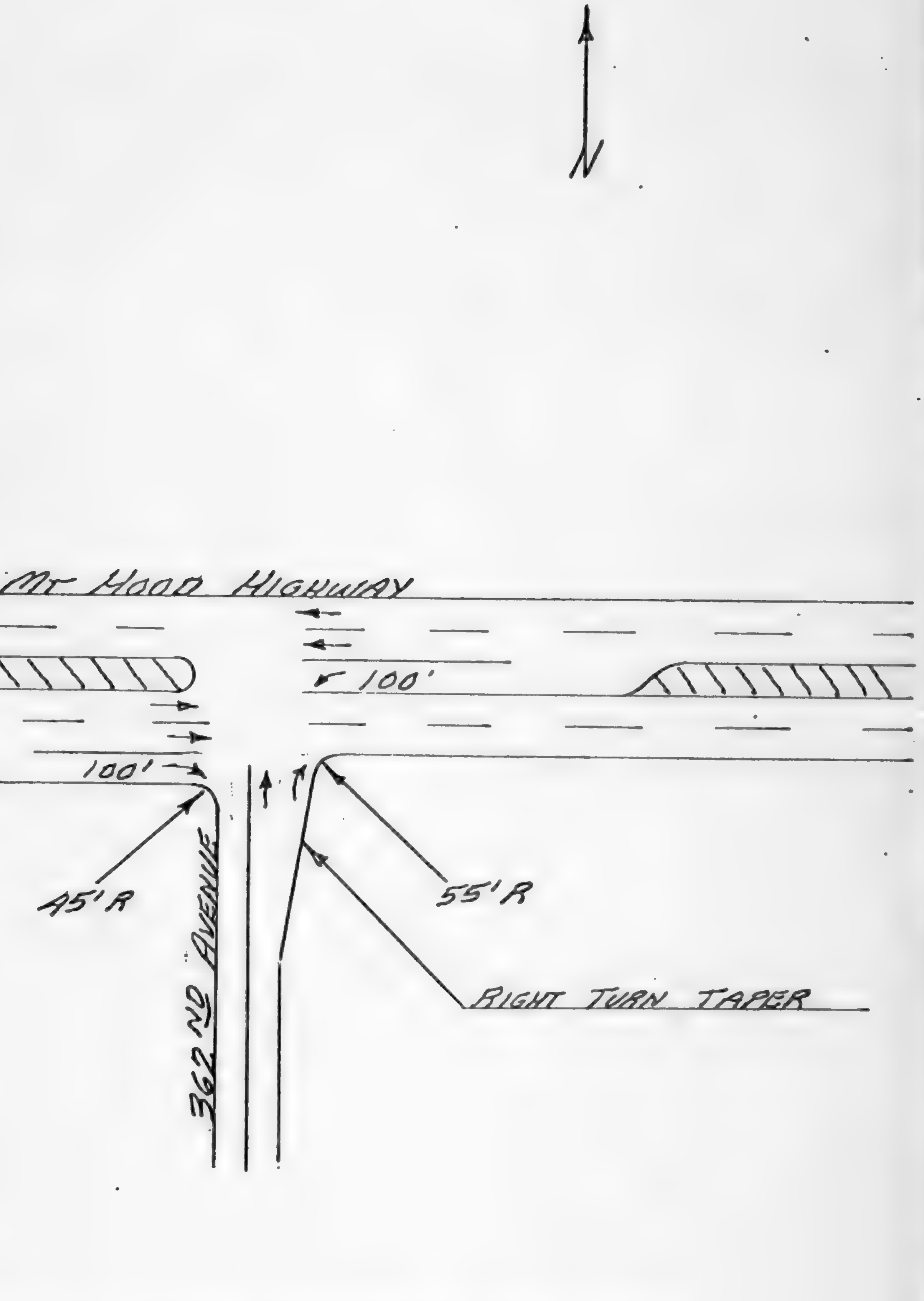
This intersection is located on Canyon Road at M.P. 1.77. SW 91st Avenue forms a "T" intersection with Canyon Road and enters at a skew. This intersection meets the Interuption of Continuous Traffic warrant and was placed on the Statewide Signal Priority List in July 1983.

Canyon Road consists of 2 travel lanes each way and a median lane for left turns. Current 1984 traffic counts show Canyon Road carries 26,000 vpd while SW 91st carries 4000 vpd. A new car dealership is located on the north side of Canyon Road and is off-set approximately 45 feet to the west. There is an indication the owner of this car sales business may be interested in developing a new driveway at the 91st Avenue intersection and participate in the added cost to provide signal heads to allow full signalization. This effort is being pursued as a logical improvement to the intersection.

The required lane configuration and storage length requirements are shown on the attached sketch.

SUMMARY

With the design shown for each intersection, it is concluded all locations will operate at an acceptable level of service into the forecast 20 year period except for the Scholls/Sorrento Road intersection. Analysis shows that Scholls Highway must be improved to provide 2-lanes each way, plus a median lane for turns. This improvement must be undertaken within the next 5 years in order to maintain a reasonable level of service.


N
MT HOOD HIGHWAY
100'
100'
45' R
55' R
362ND AVENUE
RIGHT TURN TAPER

MT HOOD HWY (US-26) @ SE 362nd AVE.

Form L-870 (Rev. 7/71)

OREGON STATE HIGHWAY DEPARTMENT
Traffic Section
Planning Unit

TRAFFIC ASSIGNMENT DATA

Highway Name MT HOOD HWY

Highway Class and No. #26 County CLACKAMAS

Section Description:
From: 362ND M.P. 22.74
To: ROYAL LANE M.P. 22.89

Existing ADT 19,200 Year 1984

Projected ADT 23,000 Year 2004

20 Year Projection Factor 1.20 % Hvy. Trks. 4.40%

EXISTING HEAVY TRUCK AVERAGE DAILY TRAFFIC BY AXLE TYPE

Number of Axles								
2	3		4		5		6	Total
	(Coml.)	(Log)	(Coml.)	(Log)	(Coml.)	(Log)		
* 350	175	10	15	0	240	50	2	842

Remarks * INCLUDES 4 SCHOOL BUSES AND
36 TRI-MET BUSES

Source of Data: O.S.H.D. MANUAL COUNT

Date Recorded: 6/79 Duration of Count: 14 Hours

Requested by Date

Furnished by Date 5/16/85

Quoted to Date

Form E-870 (Rev. 7/71)

OREGON STATE HIGHWAY DEPARTMENT
Traffic Section
Planning Unit

TRAFFIC ASSIGNMENT DATA

Highway Name MT HOOD HWY

Highway Class and No. #26 County CLACKAMAS

Section Description:

From: ORIENT DR M.P. 22.28

To: 362 ND M.P. 22.74

Existing ADT 19,200 Year 1984

Projected ADT 23,000 Year 2004

20 Year Projection Factor 1.20 % Hvy. Trks. 4.40%

EXISTING HEAVY TRUCK AVERAGE DAILY TRAFFIC BY AXLE TYPE

Number of Axles

2	3		4		5		6	Total
	(Coml.)	(Log)	(Coml.)	(Log)	(Coml.)	(Log)		
* 350	175	10	15	0	240	50	2	842

Remarks * INCLUDES 4 SCHOOL BUSES AND 36 TRI-MET BUSES

Source of Data: O.S.H.D. MANUAL COUNT

Date Recorded: 6/79 Duration of Count: 14 Hours

Requested by Date

Furnished by Date 5/16/85

Quoted to Date

Form E-870 (Rev. 7/71)

OREGON STATE HIGHWAY DEPARTMENT
Traffic Section
Planning Unit

TRAFFIC ASSIGNMENT DATA

Highway Name S.E. 362ND (FAS A652)

Highway Class and No. CITY ST County CITY SANDY CLACKAMAS

Section Description:

From: MT HOOD HWY #26 M.P. 0.00

To: 500' SOUTH HWY #26 M.P. 0.10

Existing ADT ~~2500~~ 3,200 Year 1984

Projected ADT ~~3000~~ 5000 Year 2004

20 Year Projection Factor ~~1.2~~ 1.56 % Hvy. Trks. ~~2.0~~ 1.6%

EXISTING HEAVY TRUCK AVERAGE DAILY TRAFFIC BY AXLE TYPE

Number of Axles

2	3		4		5		6	Total
	(Coml.)	(Log)	(Coml.)	(Log)	(Coml.)	(Log)		
40	8	–	0	–	2	0	0	50

Remarks NO SCHOOL OR TRI-MET BUSES

Source of Data: O.S.H.D. MANUAL COUNT

Date Recorded: 6/79 Duration of Count: 14 Hours

Requested by Date

Furnished by Date 5/16/85

Quoted to Date

STATE OF OREGON

INTEROFFICE MEMO

TO: C. H. DUVAL
Location Manager

DATE: June 14, 1985

Prefix: 37-1407-910

FROM: C. J. ESHELMAN
Region Geologist

SUBJECT: SOILS AND GEOLOGY REPORT
MT. HOOD HWY @ 362nd AVENUE
MT. HOOD HWY. NO. 26
Clackamas County

Attached is the Soils and Geology Report on the subject section. This report is for internal use only and is not intended to be available to anyone other than Highway Division or FHWA personnel.

CJE:RJ:jv Ron Jennison

Attachments

cc: A. C. Harwood
R. C. Pool
E. L. Johnsen
R. T. Noble
R. H. Schalk ✓
File

25-1387

SOILS AND GEOLOGY REPORT
Mt. Hood Hwy. @ 362nd Avenue
Mt. Hood Hwy. No. 26
Clackamas County

Prefix: 37-1407
June 14, 1985

1. GENERAL: The project is located at milepost 22.74 on U. S. Route 26, and is at the western city limits of the town of Sandy. The topography of the area consists of gently rolling hills, and the elevation is around 800 feet. The geology is described as Pliocene to Pleistocene gravels and mudflows, which have weathered to form a reddish clayey soil. The soil is equivalent to both the Walters Hill Formation and the Springwater Formation.

2. TYPICAL SOIL: The typical soil is a Silty-Clay, based upon Laboratory Report No. 536202.

3. DRAINAGE: The existing and planned drainage is by way of small shoulder ditches, which slope southerly toward Tickle Creek. No culverts are planned and no drainage problems are anticipated.

4. SLOPES: The proposed project calls for widening on the south side of the highway. This widening will require 3 to 4 feet of fill and no excavation. The slopes should not be steeper than 1½:1 to prevent soil erosion.

5. BASE DESIGN: The attached Base Design was furnished by the Salem Surfacing Design Unit. The existing pavement is in good condition.

6. GRANULAR MATERIAL: No cemented gravel, boulders, or bedrock will be encountered on this project.

7. MATERIAL SOURCES: There are no State owned material sources available for this project. The following is a partial list of commercial sources, which could provide the aggregate material:

Gresham Sand & Gravel, Source No. 26-27-1
(Last qualified in 1984)

Rogers Construction (190th Ave. Pit), Source No. 26-22-1
(Last qualified in 1983)

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	Gresham-Sandy	Prefix No.	26-1481
Highway	Mt. Hood	County	Multnomah & Clackam
Contractor		F. A. Project No.	
Contract No.			
Submitted by	Robert Ewen	Date reported	Oct. 18, 1960

REPORT ON SAMPLE OF SOIL

Source of material	Sta. 766+50 39' Right		
Sampled at	Depth 6"-36"		
To be used	Subgrade	Date received	Oct. 5, 1960
Sampled by	Ed Johnsen	Quantity represented	
Laboratory No.	536202	Type of material	Soil
Data Sheet No.	A54207	Sample No.	1

TEST RESULTS

SOIL ANALYSIS:

LL	42 %
PI	18 %
FME	%
SL	%
R	%
Cf	%
LS	%

Classification—Group

Sp. Gr. (Le Chatelier) 2.66

Sand Equivalent %

Natural Moisture 33.7 %

SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	0.1
10	0.1
40	3.6
60	4.8
200	10.0
Pass	81.4

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% moisture
92.9	19.2
97.9	21.3
93.9	23.6
96.0 LW	25.3

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction			
% Moisture	25.3	27.8	30.3
Depth Ratio Z/R			
Pavement Thickness, Z	12	16	28
Angle of Friction, φ °	11	9	3
Cohesion, C psi	7	2	2
R Value	43	30	12

Remarks:

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	0.2%
Coarse sand, 2.0 to 0.42 mm.	3.6%	3.6%
Fine sand, 0.42 to 0.074 mm.	14.8%	14.8%
Silt, 0.074 to 0.005 mm.	40.6%	40.5%
Clay, smaller than 0.005 mm.	41.0%	40.9%
Colloids, smaller than 0.001 mm.	%	%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer A. E. Johnson
x Resident Engineer R. T. Ewen
Dist. Maint. Supt.
Geology and Soils
x Files
x Ed Johnson

Engineer of Materials

State Printing 26120

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Traffic Signals By Consultant (Metro)
Section: Mt. Hood Hwy. @ 362nd Ave. (Sandy)

Highway: Mt. Hood #26

County: Clackamas

Prefix: 37-1407

Project Manager: Curt Duval

Date June 7, 1985

Ten Year
Traffic Coefficient 9.4

18 kip EAL's per day 383

R Value 14

Frost Penetration N/A

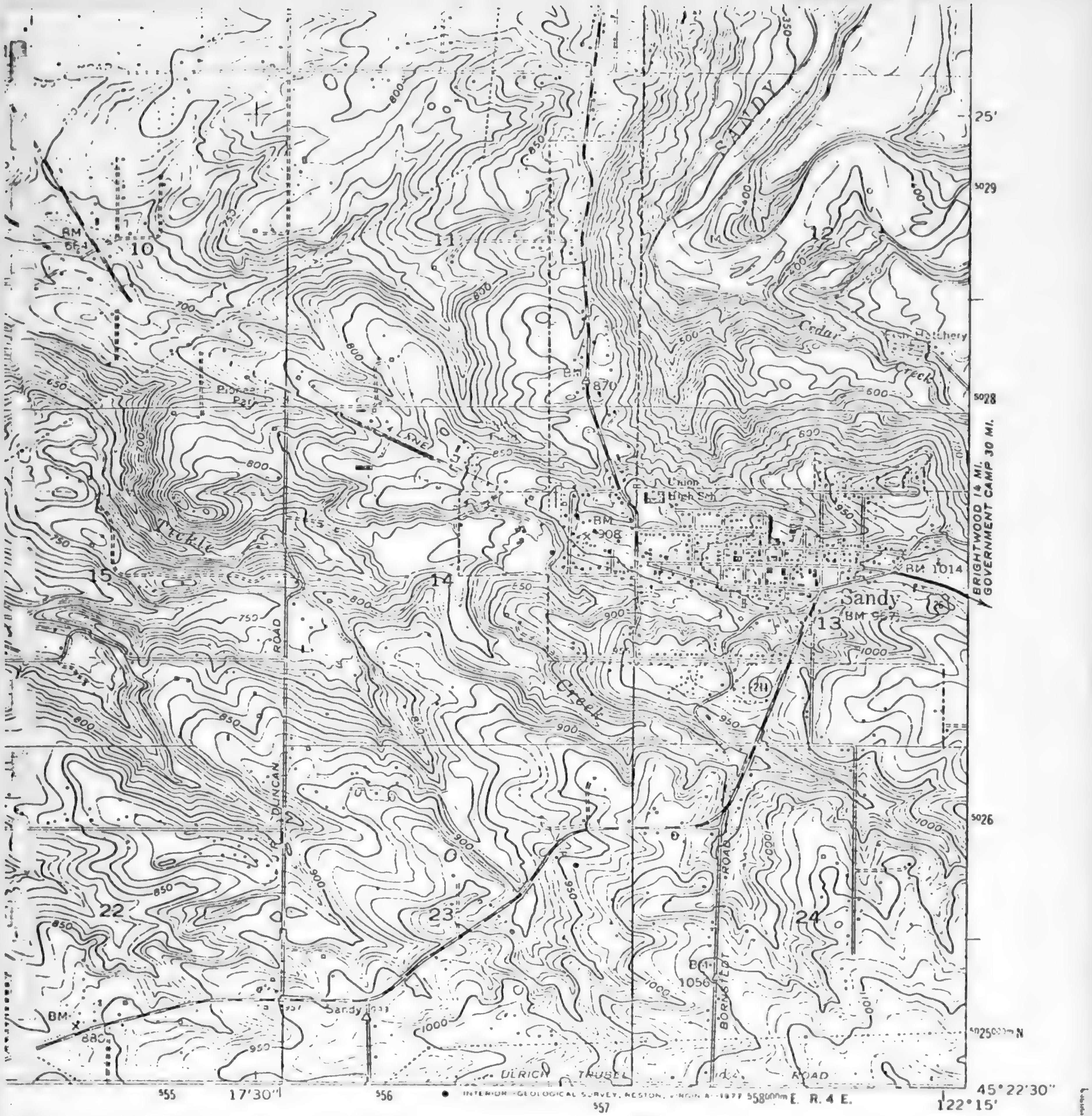
CBE Total Requirement 28.7"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface & Base Class "B" or "C"	8.0"
2.0"	Aggregate Level (3/4"-0)	2.0"
19.0"	Aggregate Base	19.0"
25.0"		29.0"

EXISTING ROADWAY

2.0" A.C. Overlay to obliterate striping and cover construction joints.


SANDY
25'
5029
5028
5026
5025000m N
BM 564
10
11
12
Cedar Creek
Fish Hatchery
BM 870
Union High Sch
BM x908
BM 1014
Sandy
BM 967
13
14
15
Tickle
Creek
LANE
DUNCAN ROAD
BORNSTEDT ROAD
ULRICH TRUBEL ROAD
22
23
24
BM 1056
BM x 880
BRIGHTWOOD 14 MI.
GOVERNMENT CAMP 30 MI.
26
211
350
500
600
650
700
750
800
850
900
950
1000
1100
555
17'30"
556
557
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1977
558000m E.
R. 4 E.
122°15'
45°22'30"
(CHERRYVILLE 15'

1 MILE

5000 6000 7000 FEET

1 KILOMETER

ET

OF 1929

ROAD CLASSIFICATION

Heavy-duty ——— Light-duty

Medium duty — — — Unimproved dirt

U. S. Route ○ State Route

QUADRANGLE LOCATION

SANDY, OREG.

NE/4 SANDY 15' QUADRANGLE

N4522.5—W12215/7.5

1961

Y STANDARDS

0225, OR RESTON, VIRGINIA 22092

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Traffic Signals By Consultant (Metro)
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NEW WORK

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19.0"	Aggregate Base	19.0"
25.0"		29.0"

EXISTING ROADWAY

2.0"	A.C. Overlay to obliterate striping and cover construction joints.

Cooper Consultants, Inc.
ENGINEERING • ARCHITECTURE • CONSTRUCTION MANAGEMENT

Form 81-734-3363

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 37-1407 Highway Mt Hood Hwy. Section Mt. Hood Hwy @ SE 362ND Av

Highway Class

Date 6/25/85

Yes	No	N/A*	
			1. Are the following being submitted?
☑	☐	☐	a. Detail Map (Hard Copy).
☐	☐	☑	b. Small Scale Ownership Map.
☐	☐	☑	c. Abandonment Map.
☑	☐	☐	d. Vicinity Maps ~~(PUC and Structures)~~. (signal, Small scale)
☐	☐	☑	e. RR Encroachment Maps and Cross Sections.
☐	☐	☑	f. Interchange Layout Sheets.
☐	☐	☑	g. Location Profile.
☑	☐	☐	h. Located Line Cross Sections.
☐	☐	☑	i. Mass Diagram.
☑	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☑	☐	☐	k. Field Notes.
☐	☑	☐	l. Coordinate Sheets.
☑	☐	☐	m. Clearing and Grubbing Chart.
☐	☑	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☑	☐	(1) Description of Bench Mark (Form E-185).
☐	☑	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☑	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☑	☐	☐	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☑	q. Property Appraisal and justifications for alternate facilities.
☑	☐	☐	r. Preliminary Soils and Material Report.
☑	☐	☐	s. Statement of Source of Materials and Stockpile Site (~~Form E-368~~).
☐	☑	☐	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☑	☐	u. Estimate for Movement of Utilities.
☑	☐	☐	v. Quantity Summary.
☑	☐	☐	w. Cost Estimate.
☑	☐	☐	x. Narrative Report of Survey.
☐	☐	☑	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☑	3. Have all required temporary easements been designated as to area, type and duration?
☑	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☐	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☑	6. Have you investigated drift conditions (snow and sand)?
☐	☐	☑	7. Are there slide conditions apparent?
☑	☐	☐	8. Have you been over this project with a Soils representative?
☐	☑	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the ~~location profile~~ vicinity map?
☑	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☑	b. Retaining Walls.
☐	☐	☑	c. Slope Benching.
☐	☐	☑	d. Hand Placed Slopes.
☐	☐	☑	e. Rip Rap Work.
☐	☐	☑	f. Irrigation Ditches.
☑	☐	☐	g. ~~Special~~ Drainage Ditches.
☐	☐	☑	h. Channel Changes.
☐	☐	☑	i. Flumes.
☐	☐	☑	j. Sidewalks, Curbs and Gutters.
☐	☐	☑	k. Tunnel (Drainage).
☐	☐	☑	11. Is relocation of a scale site necessary?
☐	☐	☑	12. Does this project involve construction of a frontage road?
☐	☑	☐	13. Will there be unusual difficulty in handling traffic during construction?
☑	☐	☐	14. Have all important alignment points been referenced?
☑	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature Bob Schelh 6-26-85
Locating Engineer

Address Metro Region.

Traffic Signals by Consultant - Narrative Report

Mt. Hood Highway at 362nd Avenue

Clackamas County

PREFIX: 37-1407

LIST OF ATTACHMENTS:

Consultants Attachments:
1. Computation sheets
2. Field Notes
3. Surveys and Plats
4. Utility Maps
5. Narrative Report
6. 1"=20' vicinity map

ODOT Attachments:
1. Correspondence
2. Estimate
3. Traffic Analysis Report
4. Geology Report
5. Layout Map of Intersection
6. Surface Design Report

(Utilities Report and Roadside Inventory will be sent as soon as they are completed.)

HISTORY OF PROJECT:

The field work and vicinity maps for this intersection, along with four other locations in the Metro Region, were done by a private contractor, Cooper Consultants, Inc. These surveys were then taken by the Region Location and Traffic Analysis Sections to complete the preliminary design work necessary for forwarding to final design.

PURPOSE OF PROJECT:

The purpose of this project is to improve the intersection of Mt. Hood Highway at 362nd Avenue by providing a signal.

This intersection meets the Interruption of Continuous Traffic Warrant and is on the Statewide Signal Priority List.

This proposed project allows for a sufficient level of service to be maintained that is acceptable for vehicles operating in this intersection.

The suggested design requirements of the intersection are presented in the Traffic Analysis Report, a supplement to this report.

TERMINI:

This project is located at the intersection of Mt. Hood Highway and 362nd Avenue in Clackamas County. The termini will be 250-feet west of the intersection on Mt. Hood Highway, and 350-feet south of the intersection on 362nd Avenue.

SCOPE:

There will be a signal at this intersection.

With the addition of right turn refuges for eastbound traffic on Mount Hood Highway turning south and northbound traffic on 362nd Avenue turning east, additional pavement will be added.

Minor Striping is needed for completion of this project.

There is no need to acquire any Right-of-Way for this intersection.

HORIZONTAL CONTROL:

Horizontal Control is discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

VERTICAL CONTROL:

The field notes show that there was an assumed elevation of 100.00 on a nail set 70 feet perpendicular from the south Right-of-Way line of Mt. Hood Highway from a 5/8' iron rod at Station 705+13.22.

A State survey crew under the Location Design Unit went out in the field and surveyed some additional cross sections for both the 'P' line and the 'D' line, these being in the area that pavement will be extended. The survey crew found pk points out in the field and a section corner and made all cross sections based from straight lines between these points. An elevation of 100.0 feet was assumed on TBM Station 'P' 5+00.

HORIZONTAL ALIGNMENT:

Horizontal Alignment is discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

VERTICAL ALIGNMENT:

The vertical alignment will not be altered except the affect that the overlay will have on it.

TYPICAL SECTION:

The actual typical sections for the existing roadway are presented in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

On Mt. Hood Highway the only difference from the existing typical sections and that of the proposed is an additional travel lane (a right turn lane refuge) with a five foot paved shoulder.

On 362nd Avenue there will be additional road width which will vary on the east side of the road in order to accommodate vehicles turning right.

DRAINAGE:

The existing drainage is discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

No changes have been made in the drainage except where the extension of pavement would effect ditch placement.

RIGHT-OF-WAY AND EASEMENTS:

The existing Right-of-Way is discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

There will be no additional Right-of-Way acquired at this intersection.

UTILITIES:

All utilities that are involved in the project location are discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

It is apparent that with the new widening of 362nd Avenue an illumination pole will need to be moved. Since the existing luminaire pole is too close to the proposed edge of pavement and needs to be moved, it can be placed on the signal pole at this southeast corner.

There are no other apparent utility conflicts. The Utilities Unit has yet to send their report and so there may be other conflicts in question. The report will be submitted when received.

SIDEWALKS AND DRIVEWAYS:

All sidewalks and driveways are discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

BICYCLE PATHS AND PEDESTRIAN FACILITIES:

For all the new roadwork proposed along 362nd Avenue there was space provided for possible future bike use.

STAGE CONSTRUCTION AND DETOURS:

The construction of this project can be done with minimal time delay and the roadway will not have to be closed.

SIGNALIZATION:

This intersection requires signalization as discussed in the Traffic Analysis intersection improvement report.

There was no Traffic Signal Report submitted or signal pole and controller located for this project. The Signal Unit in Salem is working on this design and can fulfill this part of the design when they receive this package.

LANDSCAPING:

There is no landscaping anticipated for construction of this project.

MATERIAL SOURCES:

There is no State-owned material sources available for this project. The Geology report gives some commercial sources which could provide aggregate material.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC:

The estimate has 3% added for Temporary Protection and Direction of Traffic. The construction of the project would involve minimal time delay and the roadway will not have to be closed.

CONDITIONS OF EXISTING SURFACE:

The existing pavement is in good condition. As stated in the Surface Design report attached to this report, there will be a 2" A.C. overlay in order to obliterate striping and cover construction joints in the areas of proposed extension of pavement.

GEOLOGY:

A Soils & Geology report submitted by the Geology Unit is attached to this report. The report states that no drainage problems are anticipated, that slopes should not be steeper than 1-1/2:1 to prevent soil erosion, and that no cemented gravel, boulders, or bedrock will be encountered.

PERMANENT SIGNING:

All permanent signing affected by the extension of pavement shall be replaced.

On the S.E. corner of the intersection, there is a street sign, "S.E. 362nd Dr.", that needs to be moved.

COST:

The cost of construction items for this project is $ 31,510 including 20 % for engineering and contingencies. The cost of striping and signalization of the intersection is $ 71,830. The total cost of this project is $ 103,340.

Bob Schalk
Date: 6-26-85
Bob Schalk, Project Manager

NARRATIVE REPORT
MT. HOOD HIGHWAY
and
S.E. 362nd AVENUE

CLACKAMAS COUNTY
MARCH 1985

HIGHWAY 26 AT 362ND (SANDY)

HORIZONTAL CONTROL:

1. Monuments found as shown on the Vicinity Map are all of the recorded survey monuments in the project area that were recovered. They consist of points numbered 14 through 17, 19 through 23 and 26 through 28.

2. State Highway Right-of-Way monuments located are points numbered 14, 15, 16, 17, 19, 21, 22, 26.

3. The government corner at the section corner common to Sections 10, 11, 14 and 15 T2S R4E.

4. Ties were made to all the above survey monuments with all angles turned twice and all distances checked. The calculated bearings and distances were then checked against recorded data and found to meet specification requirements without any adjustments.

5. The basis of bearings is ODOT's map of Highway 26. Oregon Coordinate System, North Zone.

HORIZONTAL ALIGNMENT:

1. On Highway 26 the right-of-way monuments were found to be accurate and from them PK's were set for center line and the present stationing was held.

2. On 362nd the monuments for the plat of "Sandy Industrial Park" were found to be accurate and from them the alignment 362nd was determined. Stationing was set with "D" 0+00 at the intersection of the two center lines which occurs at Station "MT" 705+52.57 POC.

TYPICAL SECTIONS:

1. The typical section of Highway 26 looking East from station "MT" 707+80 consisting of a right of way which varies from 175 feet to 200 feet and:

a.	A back slope area	44 feet wide
b.	A ditch and shoulder area	20 feet wide
c.	A paved shoulder	10 feet wide
d.	Two westbound lanes	24 feet wide
e.	A left turn lane	12 feet wide
f.	A painted median	4 feet wide
g.	Two eastbound lanes	24 feet wide
h.	A paved shoulder	10 feet wide
i.	A slope area approximately	30 feet wide

2. The typical section of Duncan Road looking south from station "D" 2+00 consisting of a right-of-way of 60 feet with extra right-of-way in the southeast quadrant:

a.	A split rail fence approximately	5 feet on the right-of-way
b.	A slope area	14 feet
c.	A southbound lane	10 feet wide
d.	A northbound lane	11 feet wide
e.	A slope area	between 19 feet and 60 feet wide

SIDEWALKS AND DRIVEWAYS:

1. There are no sidewalks in the project area.

2. There are only three driveways in the project area:

   a. Approximate "MT" 707+15 Lt an AC driveway
   b. Approximate "D" 0+90 Rt a gravel driveway to Nelson Park
   c. Approximate "D" 2-05 Rt a gravel driveway to Nelson Park

DRAINAGE:

The existing drainage consist of the following:

1. A ditch on the north side of Mt. Hood Highway flowing west.

2. A ditch on both sides of Duncan Road flowing south.

UTILITIES:

Portland General Electric Co.
335 NE Roberts
Gresham, OR 97030
503-661-5000

PGE has overhead facilities on the north side of Highway 26 and on the west side of Duncan Road.

Northwest Natural Gas Company
220 NW Second Avenue
Portland, OR 97205
503-220-2415

The gas company has a line on the south side of Highway 26 and the west side of Duncan Road.

General Telephone Company
265 NE Second
Gresham, OR 97030
503-667-9700

GTE has overhead facilities on the south side of Highway 26 and the west side of Duncan Road.

Falcon Cable
P.O. Box 400
Sandy, OR 97055
503-668-8085

Warner Amex has facilities on GTE and PGE poles on both sides of Highway 26 and the west side of Duncan Road in close proximity to the telephone lines.

There are no public water or sewer systems in the project area.

RIGHT-OF-WAY AND EASEMENTS:

The right-of-way of Highway 26 varies from 170 feet west of the subject intersection to 200 feet east of the subject intersection.

The right-of-way of Duncan Road consists of a strip 30 feet on each side of the center line.

There is a 30-foot wide buffer strip for preservation, maintenance, and plainting of evergreen shrubs and other trees.

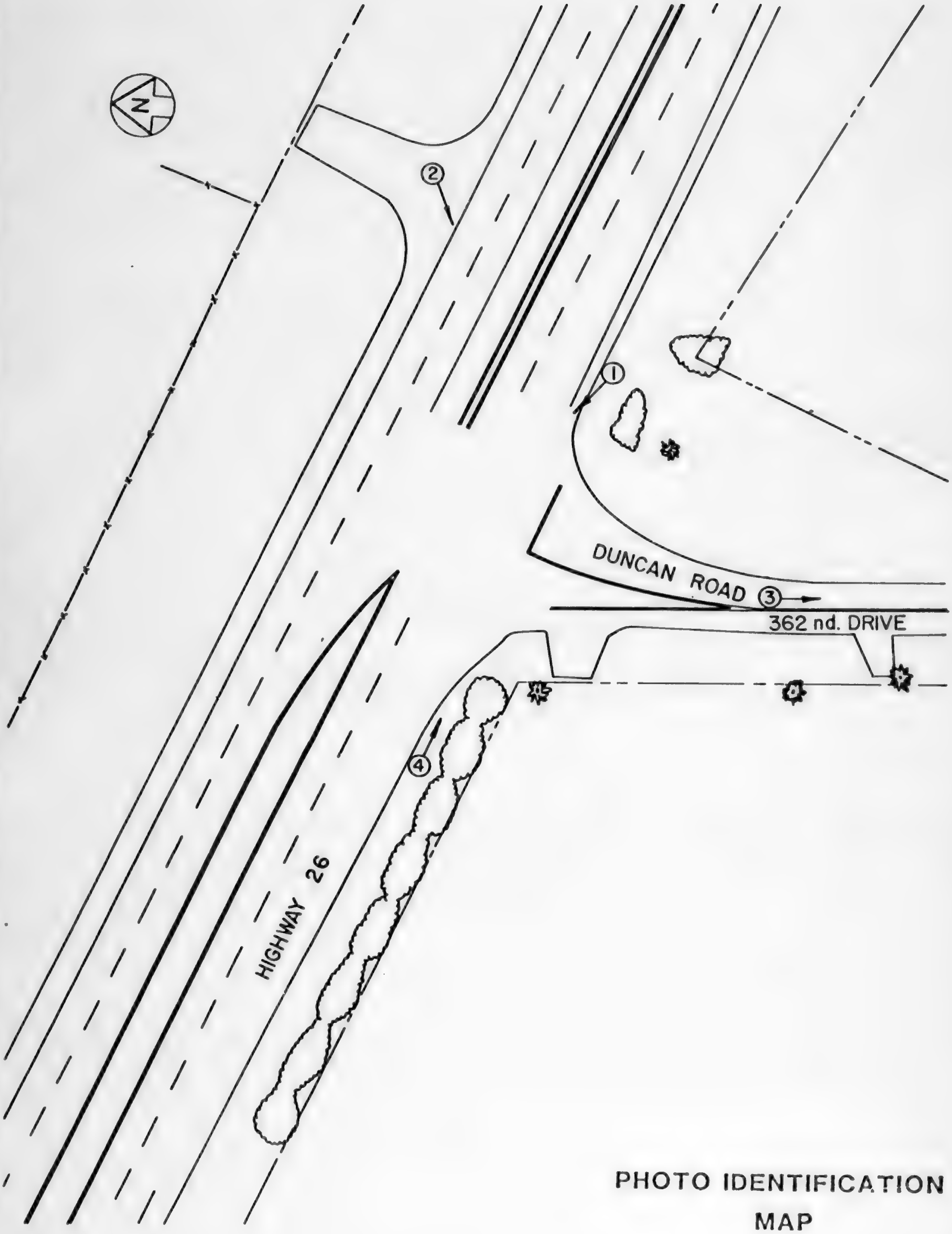
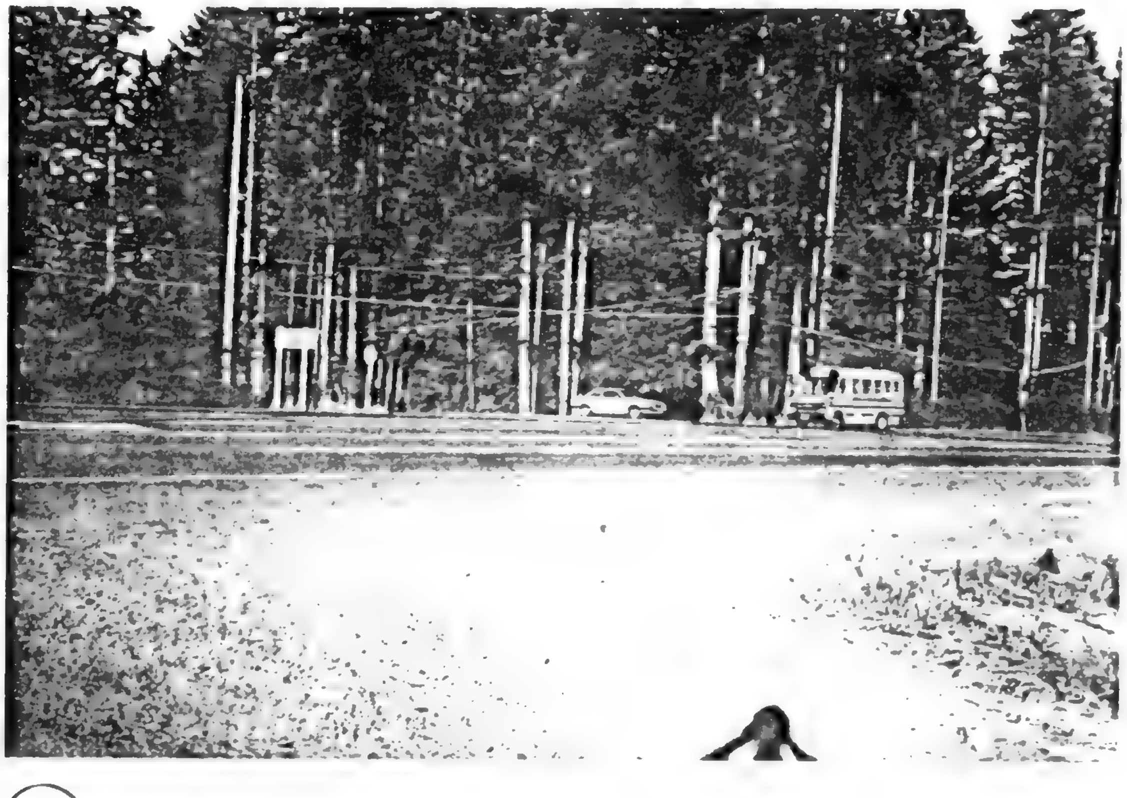

N
②
①
DUNCAN ROAD
③
362 nd. DRIVE
④
HIGHWAY 26

PHOTO IDENTIFICATION MAP

①



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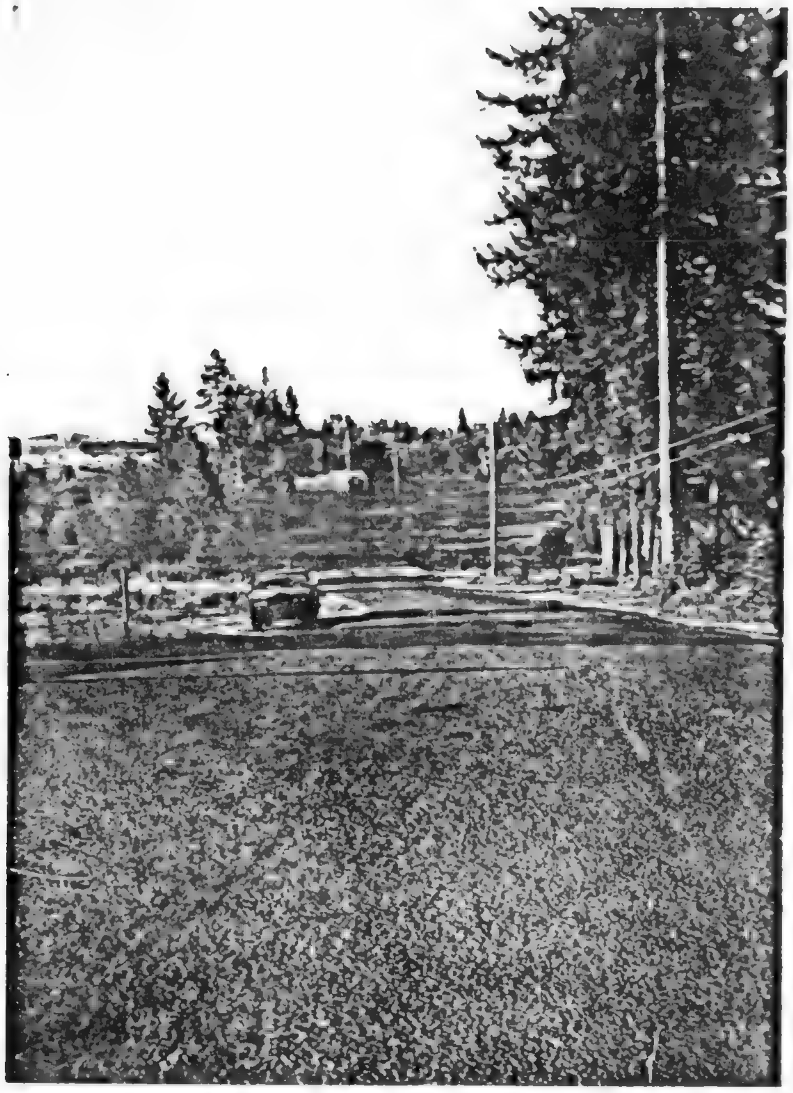
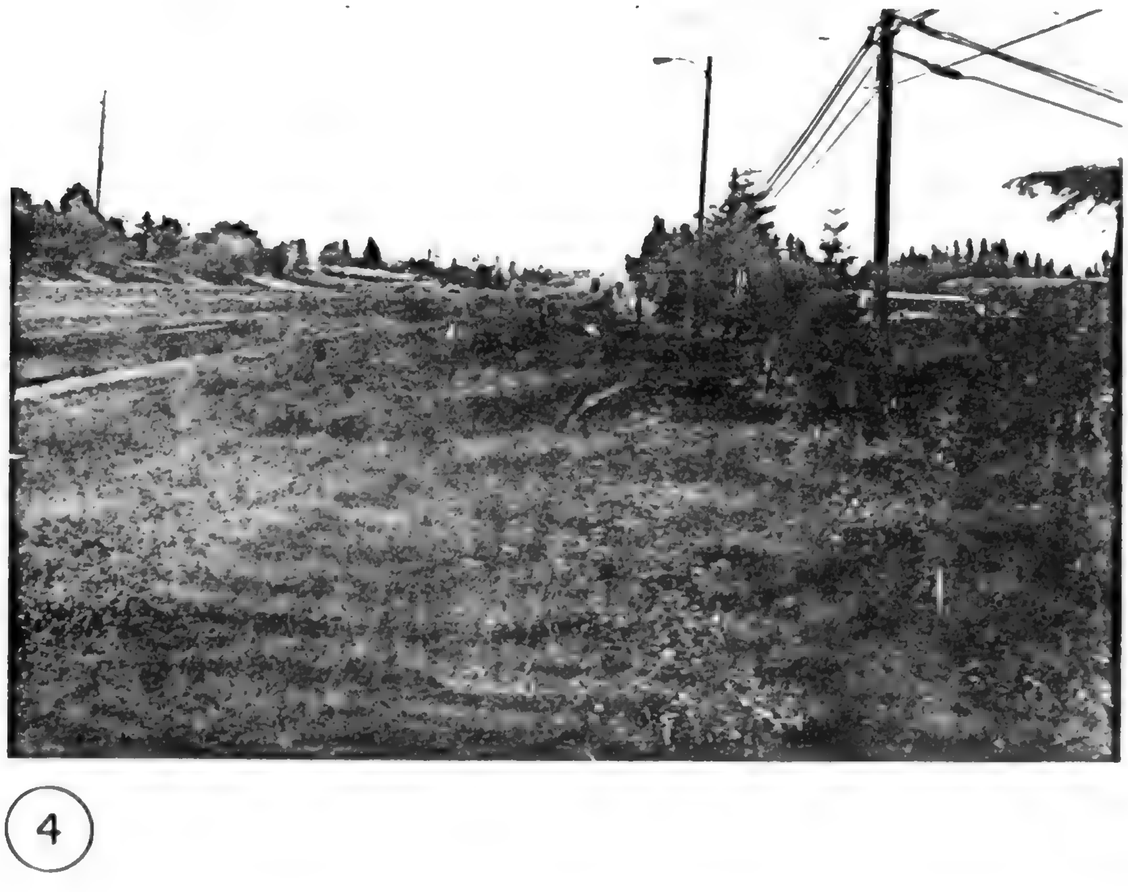


③



④

*cost analysis Dave Parker 6/17/85

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

**Mark Wills, cost analysis - 6/18/85

*** cost given by Alan Troyer, signals

SECTION Mt. Hood Hwy @ 362nd Ave		COUNTY Clackamas	SHEET OF
KIND OF WORK Signalization	KEY NUMBER	LENGTH	DATE	NAME BJm

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization	110	(8%)	23660		1890
	Temp. Prot. & Dir. of Traf.	111	(3%)	23660		710
	Clearing & Grubbing	201	Lump			1500
	General Excavation	203	CY	671	**6	4030
	Finish Roadbed & Slopes	222	Mi	0.1	*—	1500
	Watering	233	M-Gal	7	*15	110
	Aggregate Base	403	Ton	270	*15	4050
	Aggregate level (3/4"-0)	403	Ton	30	**18	540
	Asphalt Conc. Pavement	403	Ton	315	*25	7880
	Asphalt Cement in Mixture	403	Ton	22	*180	3960
	Asphalt in Tack Coat	407	TON	0.42	*200	90
	subtotal					26260
	E & C	(20%)				5250
	Striping					1830
	TOTAL					
	***Signalization					70,000
					TOTAL	103340
					use	104,000

26 (REV. 2-84)

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 8

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING June 21, 1985
HIGHWAY NAME	COUNTY
	PREFIX C371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	98	4-29-85	6-26-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	98	4-29-85	6-26-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	90	4-29-85	6-26-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	98	4-29-85	6-26-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	98	4-29-85	6-26-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 5,750
SALARY—THIS WEEK +	$ 1,209
OTHER—THIS WEEK +	$ 33
TOTAL EXPENDITURES TO DATE	$ 6,992
AUTHORIZATION ÷	$ 2,000
% EXPENDED	350%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 4,000	200 %	$6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ ~~6,000~~

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Writing narrative reports.

Developing cost estimates.

Making office copies of materials provided by consultant:
Utility maps, surveys and plats.

Making office copies of geology reports, utility reports, surface design reports, and cost estimates.

Developing cross sections with templates of new surface design.

Obtained field cross sections for Mt. Hood/362nd Avenue project to enable design of widening not previously identified.

[illegible]

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 7

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING June 14, 1985
HIGHWAY NAME	COUNTY	EA SUB JOB 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	80	4-29-85	6-14-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	80	4-29-85	7-1-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	80	4-29-85	7-1-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	80	4-29-85	6-14-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	80	4-29-85	7-1-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 4,937
SALARY—THIS WEEK +	$ 813
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 5,750
AUTHORIZATION ÷	$ 2,000
% EXPENDED	288%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 4,000	200 %	$6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 6,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Writing narrative report.

Developing cost estimate.

Making office copies of materials provided by consultant:
computation sheets, narrative reports, field notes, and utility maps.

Developing vicinity maps as signal information comes in.

Developing narrative reports as information from Signal Design or other units come in.

RECEIVED

[illegible]

ROAD DESIGN
SECTION

LEE
PDE
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PDE
LFE
GTL

Copy All.
Return To
B/U / /

DISTRIBUTION: ORIGINAL — Location Engineer
COPY— Construction Engineer
COPY— Project Manager
COPY— Originator

734-3114 (9-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 6

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING June 7, 1985
HIGHWAY NAME	COUNTY	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	75	4-29-85	6-14-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	75	4-29-85	7-1-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	70	4-29-85	7-1-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	80	4-29-85	6-14-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	70	4-29-85	7-1-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 4,166
SALARY—THIS WEEK +	$ 771
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 4,937
AUTHORIZATION ÷	$ 2,000
% EXPENDED	247%

ANTICIPATED OVERRUN $ 4,000	200 %	ANTICIPATED TOTAL COSTS $6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 6,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Writing narrative report.

Developing cost estimate.

Making office copied of materials provided by consultant:
computation sheets, narrative reports, field notes, and utilities maps.

Developing vicinity maps as signal information comes in.

Developing narrative reports as information from Signal design or other units come in.

RECEIVED
JUN 10 1985
LOCATION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 5

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING May 31, 1985
HIGHWAY NAME	COUNTY	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	70	4-29-85	6-14-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	70	4-29-85	6-14-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	70	4-29-85	6-14-85	100,000
4	Canyon @ S.W. 91st. Ave	-	All	0	100	70	4-29-85	6-14-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	70	4-29-85	6-14-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 3,783 *
SALARY—THIS WEEK +	$ 383
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 4,166
AUTHORIZATION ÷	$ 2,000
% EXPENDED	208%

ANTICIPATED OVERRUN $ 4,000	200%	ANTICIPATED TOTAL COSTS $6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 6,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Writing narrative report.

Developing cost estimate.

* Adjusted per April 1985 Report of Survey Prefixes plus expenditures todate.

RECEIVED
JUN 3 1985
LOCATION
SECTION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 4

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING May 24, 1985
HIGHWAY NAME	COUNTY	EA SUB JOB 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	70	4-29-85	6-14-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	70	4-29-85	6-14-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	70	4-29-85	6-14-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	70	4-29-85	6-14-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	70	4-29-85	6-14-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 1,894	ANTICIPATED OVERRUN $ 4,000 | 200 %	ANTICIPATED TOTAL COSTS $6,000
SALARY—THIS WEEK +	$ 767	SUPPLEMENTAL AUTHORITY FOR SURVEY	
OTHER—THIS WEEK +	$ 0	NUMBER 2 | DATE SUBMITTED 5-7-85	AMOUNT $ 6,000
TOTAL EXPENDITURES TO DATE	$ 2,661	SIGNATURE	
AUTHORIZATION ÷	$ 2,000	X Mark [illegible] FOR:	
% EXPENDED	133%	NAME OF PROJECT MANAGER Bob Schalk, Project Manager	

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Writing narrative report.

Developing cost estimate.

Prodding the Geology section, Surface design section, Utilities section and the Signal design section for their reports.

Sent additional information to Surface design section and to Utilities section.

Copying material for office file.

RECEIVED
MAY 28 1985
ROAD DESIGN SECTION
RDE
FDE
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BPC
FDS
CAD
Copy All
Return To
B/U / /

DISTRIBUTION: ORIGINAL — Location Engineer
COPY— Construction Engineer
COPY— Project Manager
COPY— Originator

734-3114 (9-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Report No. 3

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING May 17, 1985
HIGHWAY NAME	COUNTY
PREFIX 37-1407	

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	50	4-29-85	6-14-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	50	4-29-85	6-14-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	50	4-29-85	6-14-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	50	4-29-85	6-14-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	50	4-29-85	6-14-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 1,212	ANTICIPATED OVERRUN $ 4,000 200 %	ANTICIPATED TOTAL COSTS $6,000
SALARY—THIS WEEK +	$ 682	SUPPLEMENTAL AUTHORITY FOR SURVEY	
OTHER—THIS WEEK +	$ 0	NUMBER 2 DATE SUBMITTED 5-7-85	AMOUNT $ 6,000
TOTAL EXPENDITURES TO DATE	$ 1,894	SIGNATURE	
AUTHORIZATION ÷	$ 2,000	X Bob Schalk	
% EXPENDED	95%	NAME OF PROJECT MANAGER Bob Schalk, Project Manager	

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Sent out layout maps to Traffic Analysis, Signal Section, Utility Section, Geology Section and requested reports and work be done.

Called Surface Design Unit and requested work to be done.

Began writing narrative report.

RECEIVED
MAY 20 1985
LOCATION
SECTION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 2

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING May 10, 1985
HIGHWAY NAME / COUNTY	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	50	4-29-85	6-14-85*	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	50	4-29-85	6-14-85*	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	50	4-29-85	6-14-85*	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	50	4-29-85	6-14-85*	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	50	4-29-85	6-14-85*	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 469
SALARY—THIS WEEK +	$ 717
OTHER—THIS WEEK +	$ 26
TOTAL EXPENDITURES TO DATE	$ 1,212
AUTHORIZATION ÷	$ 2,000
% EXPENDED	61%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 4,000	200 %	$6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 6,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

* Review of projects on May 6, 1985 by Curt Duval, Tom Schwab, and Ron Failmezger.

Mark Beeson and Paul Morin reveals roadwork and Right-of-Way requirements that were previously not anticipated.

Adjusting vicinity maps to show suggested changes.

RECEIVED
MAY 13 1985
LOCATION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 1

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING May 3, 1985

HIGHWAY NAME	COUNTY	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	50	4-29-85	5-17-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	50	4-29-85	5-17-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	50	4-29-85	5-17-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	50	4-29-85	5-17-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	50	4-29-85	5-17-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 0
SALARY—THIS WEEK +	$ 469
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 469
AUTHORIZATION ÷	$ 2,000
% EXPENDED	23%

ANTICIPATED OVERRUN $ 0	0 %	ANTICIPATED TOTAL COSTS $2,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE
X Mark [illegible] FOR:

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Drawing on vicinity maps improvements needed for channelization of intersections.

Gathering information for vicinity maps.

RECEIVED
MAY 07 1985
LOCATION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT (METRO)

FOR WEEK ENDING: MARCH 8, 1985

HIGHWAY NAME:

COUNTY: WASHINGTON CLACKAMAS

PREFIX: 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	SCHOLLS HWY.@SORENTO RD.	Intx			100	95	1/16/85	3/23/85	
2	BEAVERTON-TUALATIN HWY.@ BRIDGEPORT RD.	Intx + 2000'			100	95	1/30/85	3/23/85	
3	MT. HOOD HWY @ 362nd Ave	Intx			100	95	1/18/85	3/23/85	
4	TUALATIN VALLEY HWY@SW 91st	Intx			100	95	1/17/85	3/23/85	
5	BEAVERTON-TUALATIN HWY@ S.W. Oak.	Intx + 2000			100	95	1/22/85	3/23/85	
6									
	TOTAL								

CONSULTANT (904)
FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 24,974.00
SALARY—THIS WEEK +	$ 341.00
OTHER—THIS WEEK +	$ —
TOTAL EXPENDITURES TO DATE	$ 25,315.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	112%

ANTICIPATED OVERRUN: $ %

ANTICIPATED TOTAL COSTS:

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE: X David L. Liden

NAME OF PROJECT MANAGER: DAVID L. LIDEN.

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. Assembly of photo's and narrative remaining
2. " " " " " "
3. " " " " " "
4. " " " " " "
5. " " " " " "

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT

FOR WEEK ENDING: MARCH 1, 1985

HIGHWAY NAME:

COUNTY: WASHINGTON CLACKAMAS

PREFIX: 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	SCHOLLS HWY @ SORENTO RD	Intx.			100	95	1/16/85	3/23/85	
2	BEAVERTON - TUALATIN HWY @ BRIDGEPORT RD.	Intx + 2000'			100	95	1/30/85	3/23/85	
3	MT. HOOD HWY. @ 362nd Ave.	Intx.			100	95	1/18/85	3/23/85	
4	TUALATIN VALLEY HWY @ SW 91st	Intx.			100	95	1/17/85	3/23/85	
5	BEAVERTON - TUALATIN HWY @ S.W. Oak	Intx + 2000'			100	50	1/22/85	3/23/85	
6									
TOTAL									

CONSULTANTS (904)

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 22,857.00
SALARY—THIS WEEK +	$ 2,117.00
OTHER—THIS WEEK +	$ —
TOTAL EXPENDITURES TO DATE	$ 24,974.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	110%

ANTICIPATED OVERRUN: $ %

ANTICIPATED TOTAL COSTS:

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE: X David L. Liden

NAME OF PROJECT MANAGER: DAVID L. LIDEN.

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encounter

CONSULTANT JOB.

HAVE NOT RECEIVED ADDT'L. SA.

RT

FIELD WORK & DRAFTING COMPLETE
COMPLETE, PHOTO'S TAKEN.

DRAFTING & FIELD WORK COMPLET
& PROFILE AND NARRATIVE REMP

FIELD WORK & DRAFTING COMPLETE

FIELD WORK & DRAFTING COMPLETE

FIELD WORK & DRAFTING COMPLET
FIELD WORK & 10% DRAFTING COMPLETE ON 1"=50 [illegible]
DRAFT OF ~~[illegible]~~ NARRATIVE COMPLETE — X-SECTIONS PLOTTED.

1985
LOCATIO

DISTRIBUTION ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT	FOR WEEK ENDING FEB. 22, 1985
HIGHWAY NAME	COUNTY WASHINGTON CLACKAMAS
	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	SCHOLLS HWY@SORENTO RD.	INTX			100	95	1/16/85	3/23/85	
2	BRIDGEPORT RD. BEAVERTON-TUALATIN HWY. @	INTX + 2000'			100	75	1/30/85	3/23/85	
3	MT. HOOD HWY @ 362nd AVE	INTX			100	95	1/18/85	3/23/85	
4	TUALATIN VALLEY HWY @ S.W. 91ST	INTX			100	95	1/17/85	3/23/85	
5	S.W. OAK. BEAVERTON-TUALATIN HWY @	INTX + 2000'			100	50	1/22/85	3/23/85	
6									
	TOTAL								

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 22,011.00
SALARY—THIS WEEK +	$ 826.00
OTHER—THIS WEEK +	$ 20.00
TOTAL EXPENDITURES TO DATE	$ 22,857.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	101%

ANTICIPATED OVERRUN $	%	ANTICIPATED TOTAL COSTS

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X David L. Liden

NAME OF PROJECT MANAGER

DAVID L. LIDEN.

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. FIELD WORK & DRAFTING COMPLETE, DRAFT OF SUMMARY REPORT COMPLETE, PHOTO'S TAKEN.

2. FIELD WORK COMPLETE, 1"=20' vicinity map complete, 1"=50' detail map 75% complete.

3. FIELD WORK & DRAFTING COMPLETE

4. FIELD WORK & DRAFTING COMPLETE

5. ~~3~~ FIELD WORK COMPLETE, 1"=20' vicinity map complete, 1"=50' detail map 10% complete.

LOCATION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT	FOR WEEK ENDING FEB 15, 1985
HIGHWAY NAME	COUNTY WASHINGTON CLACKAMAS
	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE UNIT LENGTH	STAKED PREL.	STAKED LOC.	% COMPLETE FIELD	% COMPLETE OFFICE	SURVEY DATES STARTED	SURVEY DATES ESTIMATED COMPLETION	ESTIMATED CONSTRUCTION COST
1	SCHOLLS HWY @ SCRENTO RD.	INTX			100	95	1/15/85	3-22-85	
2	BEAVERTON-TUALATIN HWY @ BRIDGEPORT RD.	INTX + 2000'			100	20	1/30/85		
3	MT. HOOD HWY @ 362nd AVE	INTX.			100	85	1/18/85		
4	TUALATIN VALLEY HWY @ S.W. 91ST	INTX.			100	85	1/ [illegible] 85		
5	BEAVERTON-TUALATIN HWY @ S.W. OAK AVE.	INTX + 2000'			100	50	1/21/85	[illegible]	
6									
	TOTAL								

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 16,306 00
SALARY—THIS WEEK +	$ 5,665 00
OTHER—THIS WEEK +	$ 40 00
TOTAL EXPENDITURES TO DATE	$ 22,011 00
AUTHORIZATION ÷	$ 22,650 00
% EXPENDED	97%

ANTICIPATED OVERRUN $ %

ANTICIPATED TOTAL COSTS

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER

DATE SUBMITTED

AMOUNT $

SIGNATURE X David L. Liden

NAME OF PROJECT MANAGER DAVID L. LIDEN.

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. Print of map delivered to Bob Fantz for review and written narrative completed.
2. FIELD WORK COMPLETED. BEGAN PLOT OF INTX.
3. COMPLETED FIELD WORK, PLOTTED + HAVE 85% DRAFTING COMPLETED
4. DRAFTING COMPLETED.
5. INTERSECTION PLOTTED + DRAFTING 50% COMPLETE

RECEIVED
FEB 25 1985
LOCATION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

10,152
PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS
Highway Division

PROJECT NAME: Traffic Signals by Consultant (Metro)
FOR WEEK ENDING: Feb. 8, 1985
HIGHWAY NAME:
COUNTY: WASHINGTON CLACKAMAS
PREFIX: 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	SCHOLLS Hwy @ Sorento Rd	INTX			100	90		4-1-85	
2	Beaverton-Tualatin Hwy @ Bridgeport Rd.	INTX + 2000'			50	5		↑	
3	MT. HOOD HWY @ 362nd Ave.	INTX.			90			(?)	
4	TUALATIN VALLEY HWY @ S.W. 91st	INTX			100	40		↓	
5	BEAVERTON-TUALATIN HWY @ S.W. Oak.	INTX + 2000'			100	15		4-1-85	
6									
	TOTAL								

Consultants (904)
FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 12,750.00
SALARY—THIS WEEK +	$ 3,536.00
OTHER—THIS WEEK +	$ 20.00
TOTAL EXPENDITURES TO DATE	$ 16,306.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	72%

ANTICIPATED OVERRUN $ %
ANTICIPATED TOTAL COSTS

SUPPLEMENTAL AUTHORITY FOR SURVEY
NUMBER
DATE SUBMITTED
AMOUNT $

SIGNATURE X David L. Liden
NAME OF PROJECT MANAGER: DAVID L. LIDEN

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. DRAFTING COMPLETE - WILL SUBMIT FOR REVIEW 2/12/85
2. HAVING SOME DIFFICULTY WITH STREET ALIGNMENT. WE HAVE DECIDED TO HOLD MEAN OF EXISTING MONUMENTATION.
3. NO WORK THIS WEEK
4. PLOTTED THIS WEEK, BEGIN DRAFTING.
5. BEGAN PLOTING INTX @ 1"=20'

RECEIVED
FEB 14 1985
LOCATION

DISTRIBUTION ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING FEB 1, 1985
HIGHWAY NAME	COUNTY WASHINGTON CLACKAMAS	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	SCHOLLS HWY @ SORENTO RD.	INTX.			100	50	1/16/85	4/12/85	
2	BEAVERTON-TUALATIN HWY @ BRIDGEPORT RD.	INTX + 200'			20	5	1/30/85	4/12/85	
3	MT HOOD HWY @ 362ND AVE.	INTX			90	10	1/18/85	4/12/85	
4	TUALATIN VALLEY HWY @ S.W. 91ST	INTX.			100	5	1/17/85	4/12/85	
5	BEAVERTON-TUALATIN HWY @ S.W. OAK.	INTX + 200'			100	5	1/21/85	4/12/85	
6									
	TOTAL								

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 7,788.00
SALARY—THIS WEEK +	$ 4,932.00
OTHER—THIS WEEK +	$ 30.00
TOTAL EXPENDITURES TO DATE	$ 12,750.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	56%

ANTICIPATED OVERRUN $	%	ANTICIPATED TOTAL COSTS

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X David L. Liden

NAME OF PROJECT MANAGER

DAVID L LIDEN

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. SCHOLLS HWY @ SORENTO RD — PLOTTING COMPLETE, BEGIN DRAFT 2/4/85
2. BEAVERTON-TUALATIN HWY @ BRIDGEPORT — FIELD WORK 20% COMPLETE
3. MT HOOD HWY @ 362ND — FIELD WORK 90% COMPLETE
4. TUALATIN VALLEY HWY @ S.W. 91ST AVE — NO WORK THIS WEEK.
5. BEAVERTON-TUALATIN HWY — FIELD WORK COMPLETE
   @ S.W. OAK

NOTE: WE HAVE COMPLETED CONTACT WITH ALL UTILITY CO.'S AND HAVE GATHERED 95% OF THE DATA ON ALL INTER SECTIONS AND ROADS

DISTRIBUTION ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

RECEIVED
FEB 11 1985
LOCATION

10,152

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME Traffic Signals by Consultant (Metro)		FOR WEEK ENDING Jan. 18, 1985
HIGHWAY NAME	COUNTY Washington Clackamas	PREFIX 37-L-57

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Hwy @ Sorento Rd.	Intx.			85	5	1/16/85	4/12/85	
2	Beaverton-Tualatin Hwy @ Bridgeport Rd.	Intx ± 2000'			0	0	—	4/12/85	
3	Mt. Hood Hwy @ 362nd Ave	Intx.			30	5	1/18/85	4/12/85	
4	Tualatin Valley Hwy @ S.W. 91st Ave	Intx.			65	5	1/17/85	4/12/85	
5	Beaverton-Tualatin Hwy @ S.W. Oak	Intx ± 2000'			0	0	—		
6									
	TOTAL								

Consultants 904 # 22,650

FUNDING STATUS ~~(901)~~

PREVIOUS TOTAL EXPENDITURES	$ 0	ANTICIPATED OVERRUN $ 0 %
SALARY—THIS WEEK +	$ 3718.00 est.	ANTICIPATED TOTAL COSTS 22 650
OTHER—THIS WEEK +	$ 20.00	
TOTAL EXPENDITURES TO DATE	$ 3738.00	
AUTHORIZATION ÷	$ 22,650.00	
% EXPENDED	16.5%	

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X David L. Liden

NAME OF PROJECT MANAGER
David L. Liden

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. Scholls Hwy @ Sorento Rd. – Initial field survey complete. Field check after plotting remains. No note reduction or drafting ~~complet~~ started.
2. Beaverton-Tualatin Hwy. @ Bridgeport Road – No work started.
3. Mt Hood Hwy @ 362nd – 5 Hrs field work – locate & Tie R/W.
4. T.V. Hwy. @ S.W. 91st Ave – Field work 65% complete. No note reduction or drafting started.
5. Beaverton-Tualatin Hwy @ S.W. Oak – No work started

RECE

JAN 24 1985

LOCATION

DISTRIBUTION ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

12-17-[illegible]

Tra 7-6-1
Sandy

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION: Traffic Signals by Consultant (Metro)	REGION: Metro

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	37-1407	12/17/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		
904 CONSULTANT		22,650	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		2,500
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		7,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		15,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,000	932 RAILROAD & UTILITIES		200			

RIGHT-OF-WAY PREFIX	TOTALS	$	$ 60,450
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Combination of the following five projects:
1) Scholls Highway @ Sorento Road (Beaverton)
2) Beaverton - Tualatin Highway @ SW Bridgeport Road (Durham)
3) Mt. Hood Highway @ 362nd Avenue (Sandy)
4) Tualatin Valley Highway @ SW 91st Avenue (Washington County)
5) Beaverton - Tualatin Highway @ SW Oak (Washington County)

This replaces prefixes 3-1949, 34-1964 & 134-1926.

PREPARED BY Kit Leshk Cost & Records	DATE 12/17/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/20/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 12/17/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

37-1407

SURVEY PROSPECTUS DISTRIBUTION LIST

10	METRO REGION	Location Manager, Project Development Engineer, Utility Specialist, Transportation Analysis Manager, Environmental, Traffic Operations Supervisor, Plans & Program Manager, Geologist, R/W Supervisor, Project Manager
1	CONSTRUCTION	R. T. Ewen
1	SURFACING DESIGN	Ron Noble
1	UTILITIES ROOM 5	
1	PHOTOGRAMMETRY ROOM 26	
3	ROAD DESIGN ROOM 200	Bud Mann, Don Trout, Specifications
6	LOCATION UNIT ROOM 200	(includes original form) R/W Descriptions, Landscape
4	PROGRAM MANAGEMENT	
1	BRIDGE	
1	HIGHWAY ACCOUNTING	Pete Gonzalez
1	ENVIRONMENTAL	
2	TRAFFIC (W. Zirbes)	
1	GEOTECHNICAL ENGINEER	
33		

6/84

1 ~~Versteeg~~ Duane E Dor
Anderson
Adams
Macnab
2 Edwards
Terpin
3 Trout
Wakerlig

RECEIVED
JAN 10 1985
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

[illegible] 7-6-1
Sandy

[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FG-24(42)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40279
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/27/84
8. FEDERAL ROUTE NUMBER Primary 24
9. STATE ROUTE NUMBER Primary 26
10. GENERAL LOCATION: Mt. Hood Highway at 362nd Avenue (Sandy) Section
11. GENERAL DESCRIPTION OF WORK Withdraw Project
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 11/16/84 the project withdrawal is approved and Federal obligated funds in amount of $18,000, Appn Code A14 are released.

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
12/6

14. DATE 12/3/84
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

TRH 9.6
Sandy

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: November 13, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Mt Hood Highway @ 362nd Drive (Sandy) MP 22.74

A project has been requested to install traffic signals at the subject intersection.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
State	Mt Hood Hwy @ 362nd Drive (Sandy) Clackamas County	$105,000	$94,500	$10,500	0

The project has been investigated and is eligible of funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

George
L. E. George
Traffic Engineer

APPROVED:

For State Highway Engineer

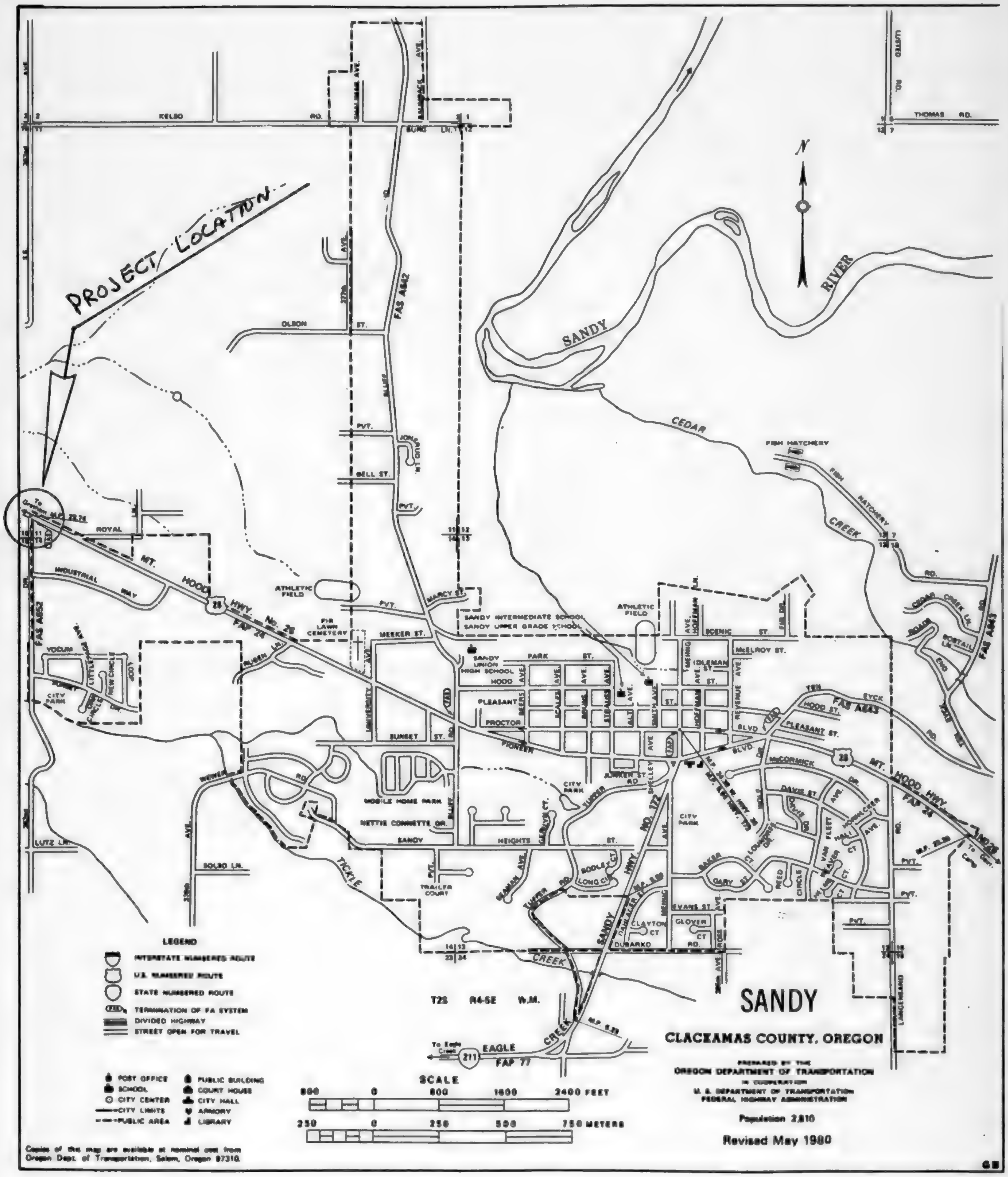
DATE: 11-15-84

orig Gorman
cys
George
actg.
Files
11-15

RECEIVED
STATE HWY ENGR
NOV 14 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387


PROJECT LOCATION
N
KELSO RD.
THOMAS RD.
LUSTED RD.
BURD LN.
OLSON ST.
BELL ST.
PVT.
BLUFF
FAS A642
SANDY RIVER
CEDAR CREEK
FISH HATCHERY
FISH HATCHERY RD.
CEDAR CREEK LN.
BOSTAIL LN.
FAS A643
To Gresham
M.P. 23.74
ROYAL
INDUSTRIAL WAY
MT. HOOD HWY. No. 26
26
FAP 24
FAS A652
ATHLETIC FIELD
FIR LAWN CEMETERY
MEEKER ST.
MARCY ST.
SANDY INTERMEDIATE SCHOOL
SANDY UPPER GRADE SCHOOL
SANDY UNION HIGH SCHOOL
ATHLETIC FIELD
SCENIC ST.
McELROY ST.
IDLEMAN ST.
PARK ST.
HOOD AVE.
PLEASANT
PROCTOR
PIONEER
SUNSET ST.
UNIVERSITY AVE.
YOCUM
CITY PARK
SUNSET
TEN EYCK
HOOD ST.
PLEASANT ST.
BLVD.
McCORMICK
MT. HOOD HWY.
FAP 24
DAVIS ST.
MOBILE HOME PARK
NETTIE CONNETTE DR.
CITY PARK
JUNKER ST.
SANDY HEIGHTS ST.
CITY PARK
WEWER RD.
TICKLE CREEK
LUTZ LN.
SOLSO LN.
TRAILER COURT
SEAMAN AVE.
TUPPER RD.
LONG CT.
SANDY HWY. No. 172
BAKER
GARY ST.
EVANS ST.
CLAYTON CT
GLOVER CT
DUBARKO RD.
LANGENSAND
To Gov't Camp
T2S R4-5E W.M.
To Eagle Creek
EAGLE CREEK
211
FAP 77
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
GB

SANDY

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 2,810

Revised May 1980

Copies of this map are available at nominal cost from Oregon Dept. of Transportation, Salem, Oregon 97310.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

84-35

Clackamas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02083

SECTION Mt. Hood Highway at 362nd Drive

REGION Metro Region

Hwy#26 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	2,000	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST	0		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	100		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Approved by St. Hwy. Engr 11/15/84

PREPARED BY Paul R. Mather	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 10/30/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

[illegible]
Sandy

SC

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FG-24(42)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40279

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-12-84
8. FEDERAL ROUTE NUMBER Primary 24
9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Mt. Hood Highway at 362nd Ave. (Sandy) Section.

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility Preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $18,000 - F.F.
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's PEA dated 9-6-84.

RECEIVED
STATE HWY ENGR
SEP 25 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
9/25

14. DATE 9/21/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

26

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

84-35
Clackamas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 2083

SECTION Mt. Hood Highway @ 362nd Avenue

REGION Metro Region

Mt. Hood #26

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 3-1949

DATE 5-2-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		400	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		9,500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 18,000
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER FG-24 (42)

LOCATION ENGINEER'S REMARKS

Perform all necessary work to prepare plans, specifications and cost estimate for construction of a 5-phase traffic signal and a 2-inch AC overlay at 362nd Avenue

1 Versteeg ✓
Anderson
C4 Adams
C4 Haenas
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
OCT 3 - 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

NOTED
RICK KUEHN

On H.I.P.

PREPARED BY J. Dunn, Project Manager	DATE 3-26-84	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X W. G.	DATE 5/15/84
RECOMMENDED, REGION ENGINEER X	DATE 3/27/84	APPROVED ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE 5/14/84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/11/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-12-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — ROJECT REQUEST 84-35

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2083

SECTION Mt. Hood Hwy. @ 362nd Ave. Clackamas Co.

REGION Metro Region

STATE HIGHWAY # 26	HIGHWAY NAME Mt. Hood	MILE POST FROM 22.74 TO	LENGTH
URBAN ☐ RURAL	CITY Sandy	COUNTY Clackamas	ROAD/STREET NAME
ROUTE # US 26	FEDERAL AID # FAP 24	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING	(✓)		FILES	(#)	0
RIGHT OF WAY		$ 0	PAVING	(✓)	X	ACRES	(#)	0
ROADWAY	$ 4		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 65		SIGNALS	(✓)	X	PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ Included		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 69	WORK TYPE	(1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 85	RECOMMENDED FUNDING SOURCE FAP	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	0	0
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	17,200	23,600
YEAR OF AVERAGE DAILY TRAFFIC	1984	2003

DEFINE THE PROBLEM

Signal was placed on Statewide Signal Priority List. It meets warrants. Intersection provides access to Sandy Industrial Area.

PROPOSED SOLUTION

Signalize intersection.

REQUESTED, REGION ENGINEER	DATE 3/27/84			
PROVED. ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

84-35

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2083

SECTION Mt. Hood Highway @ 362nd Avenue

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 0	NEW (#) 1

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N	N	N	N

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES
Portland General Electric
Pacific Northwest Bell
General Telephone
Northwest Natural Gas

DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10		12	12	16	12	12		10				
								SAME								
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

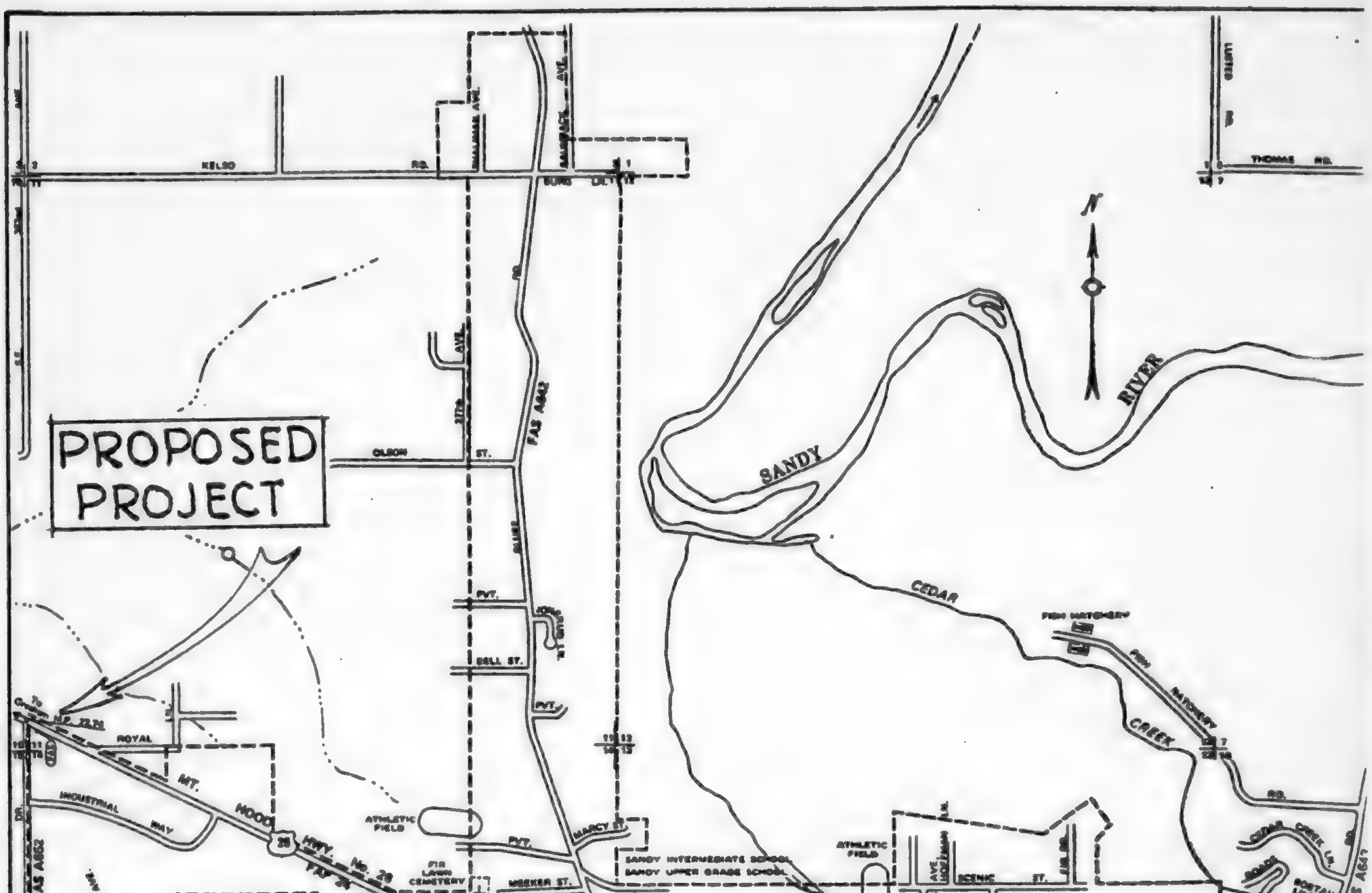
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)


PROPOSED PROJECT
SANDY RIVER
CEDAR CREEK
TICKLE CREEK
KELSO RD.
THOMAS RD.
OLSON ST.
BELL ST.
ROYAL
MT. HOOD HWY. No. 26
FAP 26
FAS A642
FAS A652
INDUSTRIAL WAY
ATHLETIC FIELD
FIR LAWN CEMETERY
MEEKER ST.
MARCY ST.
SANDY INTERMEDIATE SCHOOL
SANDY UPPER GRADE SCHOOL
SANDY UNION HIGH SCHOOL
PARK ST.
HOOD
PLEASANT
PROCTOR
PIONEER
SUNSET ST.
SCENIC ST.
MCELROY ST.
COLEMAN
MCCORMICK
CITY PARK
MOBILE HOME PARK
NETTIE CONNETTE DR.
SANDY HEIGHTS ST.
TRAILER COURT
SOLSO LN.
LUTZ LN.
SANDY HWY. No. 172
FISH HATCHERY
EVANS ST.
GLOVER CT
CLAYTON CT
DUBARKO RD.
LANGENSAND
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
T2S R4-5E W.M.
To Eagle Creek
EAGLE CREEK
FAP 77
211
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
SANDY
CLACKAMAS COUNTY, OREGON
PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 2,810
Revised May 1980
Copies of this map are available at nominal cost from Oregon Dept. of Transportation, Salem, Oregon 97310.

DATE: March 13, 1984

TO: Oregon Transportation Commission TRA 7

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Traffic Signals, Various Highways

On the agenda for your consideration at the March 20 meeting will be a request to proceed with the selection of consultants and to undertake contracts for engineering services on selected signal projects. Attached is a list of the selected projects and the estimated cost of the consultant services for each. It is intended to contract for all signals in one region with a single consultant.

Numerous signals were added to the Six-Year Highway Improvement Program in FY 1984 and FY 1985. The construction season is upon us and our field crews will be unable to survey for the vicinity maps necessary to make signal contract plans in time to get the signal construction underway; therefore, we propose to contract for consultant services to prepare vicinity maps for the projects selected. The estimated cost for this work is $290,000.

The need for these signal installations has been identified and they should be made without delay to conform with the dates given in the Six-Year Highway Improvement Program. Funds are available from various federal highway programs.

Your approval is recommended.

Att.

FET:ge sl
Attachment

bc Fred Miller w/att
Robert Gormsen "
E. S. Hunter "
W. E. Schwartz "
R. N. Bothman "
Section Heads "
Region Engineers "
George Bell "

1985 Coquille River Bridge (Co- 10,153
quille) sec. of Coquille-Bandon Hwy.
(Grading, paving & structure) #4

C+A 8098 3-11-86

10, 15 jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 10	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 5/2/89	REPORT MADE BY 5 2 89 Richard R. Arnold, Area Engineer		PROJECT NO. BRF-50(7)
COMPLETION DATE (Actual) 12/10/87	ACCEPTANCE DATE BY CONRTACT AGENCY 12/20/88	TIME ELAPSED 100 %	CONTRACT TIME Adjusted SCD 12/12/87
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COQUILLE RIVER BRIDGE
COQUILLE - BANDON HIGHWAY
Grade, Pave & Structure

This project consisted of constructing a new bridge across the Coquille River at Coquille. The old swing span bridge of some historical significance has been abandoned and is presently in the open position waiting for a decision on its final disposition.

There were no significant overruns or underruns on this project. The Project Manager's statement of overruns and underruns is attached to the Division office copy of this report.

Item 4017 for log jam removal in the amount of $1936.82 is a nonparticipating item.

- RRA -

WP

RECEIVED
STATE HWY ENGR
MAY 5 '89
ASSIGNED TO Husby
FOR
INFO | INVES | OUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

cy
5-8

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 5/3/89	TITLE District Engineer	DATE 5/3/89

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

J

January 19, 1989

CON 5 - 10,153

Hansen & Rowland
P. O. Box 1633
Tacoma, WA 98401

On December 28, 1988, we wrote to you concerning release of final payment on Contract No. 10,153 awarded to Hamilton Construction Co. (Oregon) for work on the Coquille River Bridge Section of the Coquille-Bandon Highway in Coos County.

The total contract amount is $2,770,714.69. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: Kenneth E. Husby
Thomas D. Lulay
James Gix

10,153

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10153

TO: Manager
Commission Services

DATE: December 20, 1988

Donald E Forbe

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10153, On Site Work Substantially Completed December 10, 1987

All Work Completed December 5, 1988

Project Coquille River Br. (Coquille)

Highway Coquille-Bandon

County Coos

Type of Work Grading, Paving and Structure

Contractor Hamilton Construction Co.

BMW:mk

cc: Kenneth E. Husby
B. M. Walton
Don Wackerbarth
Ted Litchfield

CPC/FM2

Surety letter written
12/27/88 BR

RECEIVED
DEC 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,153

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

June 16, 1988

W.E. Schwartz, P.E.
Assistant State Highway Engineer
Transportation Building
Salem, OR 97310

RECEIVED
STATE HWY ENGR
JUN 17 '88
REFER TO
Ken Husby
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6/20

Rough Draft
by 6/30
cm

Re: Time Extension Request Pacific Avenue-23rd Avenue
("E" Street, Forest Grove) Contract No. 10453
FAP No. M-9012 (2)

Dear Mr. Schwartz:

We are counsel for C.G. Gredvig, Inc. and he has asked us to respond to your February 19, 1988 letter concerning liquidated damages.

We have reviewed your letter of February 19, 1988 and we have reviewed the letter from Mr. Olbrich, project manager to Mike Smith of ODOT. We respond as follows.

First, as I am sure you are aware, the special provisions in this contract say that the completion date for the entire contract is to be September 30, 1987. This is clearly in conflict with the special provisions relating to seeding and mulching. Special Provision 681.02 gives the construction dates for seeding and mulching to be 1 September to 15 November. It requires that roadside seeding using seed mix "A" be performed between 1 September and 15 October and roadside seeding using seed mix "B" be performed between 15 October and 15 November. As I am sure you are aware, the roadside seeding cannot begin until completion of the road work. It cannot be done concurrently. It can only be done sequentially. Accordingly, it is our interpretation of these special provisions that they required performance after the completion date of September 30, 1987. The only logical conclusion that we can draw from this is that no liquidated damages should begin to run until 15 November 1987.

If I understand your letter correctly, a time extension of 34 days would extend past the date when our subcontractor Fox completed his work and thus all liquidated damages should be remitted.

Even if you do not agree with that proposition, we believe that Mr. Olbrich clearly shows that we are entitled to a time extension through December 18. You are aware of the fact that we had a dry fall until mid to late November. The weather data that we have sent you shows that. When Fox started the lawn preparation on approximately the 19th of November, he had to work intermittently because hard rains turned the area from dust to mud. Fox was then faced with the problem of letting the ground dry out to the point where the moisture content was appropriate for it to be worked. The first two weeks of December clearly fit into this category. The weather information that we have sent you, copies enclosed, shows that it was well nye impossible to work from the 1st through the 15th of December. Thereafter, Fox completed the work within three days.

Based on this letter, we request that you delete all liquidated damages from this contract.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY/me

cc: C.G. Gredvig, Inc.

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

NWS FORM E-15
(7-79)

RECORD OF RIVER AND CLIMATOLOGICAL OBSERVATIONS

STATION: Forest Grove
(River Station, if different)
MONTH: Nov. 19 87
STATE: Oregon
COUNTY: Washington
RIVER: Tualatin
TIME (local) OF OBSERVATION RIVER
TEMP. 8:00 AM
PRECIPITATION 8:00 AM
STANDARD TIME IN USE 8:00 AM, PST
TYPE OF RIVER GAGE
ELEVATION OF RIVER GAGE ZERO Ft.
FLOOD STAGE Ft.
NORMAL POOL STAGE Ft.

Draw a straight line (——) through hours precipitation was observed, and a waved line (〰) through hours precipitation probably occurred unobserved.

Mark "X" for all types occurring each day.

DATE	TEMPERATURE F. 24 HRS. ENDING AT OBSERVATION MAX.	MIN.	AT OBSN.	PRECIPITATION 24-HR AMOUNTS Rain, melted snow, etc. (ins. and hundredths)	Snow, ice pellets, hail (ins. and tenths)	At Ob. Snow, ice pellets, hail, ice on ground (ins.)	WEATHER (Calendar Day) Fog	Ice Pellets	Glaze	Thunder	Hail	Damaging Winds	Time of observation if different from above	RIVER STAGE CONDITION	GAGE READING AT __ A.M.	TENDENCY	REMARKS (Special observations, etc.)
1	59	54	—	.43		0											
2	57	50	54	.39													
3	58	38	41	0													
4	62	38	40	0													
5	65	36	40	0													
6	70	45	48	0													
7	54	50	—	.02													
8	58	42	—	.02													
9	62	50	51	.01													
10	63	41	42	.10													
11	56	50	51	.03													
12	56	53	53	.15													
13	60	52	55	.39													
14	54	41	—	0													
15	45	41	—	.40													
16	59	40	41	0													
17	55	32	42	0													
18	54	32	40	0													
19	56	33	38	0													
20	57	39	41	0													
21	60	38	—	.50													
22	58	44	—	.18													
23	53	46	50	.15													
24	50	42	47	.28													
25	52	35	36	.27													
26	49	34	40	0													
27	53	27	32	0													
28	50	25	31	.03													
29	48	28	32	.20													
30	54	34	38	.95													
31																	
SUM			SUM	4.50	0	☒	Fog	Ice Pel.	Glaze	Thund.	Hail	Dam. Winds	SUM			☒	

CONDITION OF RIVER AT GAGE

Greatest

- A. Obstructed by rough ice.
- B. Frozen, but open at gage.
- C. Upper surface of smooth ice.
- D. Ice gorge above gage.
- E. Ice gorge below gage.
- F. Shore ice.
- G. Floating ice.
- H. Pool stage.

CHECK BAR (For wire-weight) NORMAL CK. BAR

READING	DATE

OBSERVER: Joe Rutledge

SUPERVISING OFFICE: TVID

STATION INDEX NO. 35 2997

WS FORM E-15
(7-78)

U.S. DEPARTMENT OF COMM
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRA
NATIONAL WEATHER SER

RECORD OF RIVER AND CLIMATOLOGICAL OBSERVATIONS

(Climatological): Forest Grove	(River Station, if different)	MONTH: Dec.	19 87
STATE: Oregon	COUNTY: Wash.	RIVER: Tualatin	
TIME (local) OF OBSERVATION RIVER	TEMP. 8:00 AM	PRECIPITATION 8:00 AM	STANDARD TIME IN USE 8:00 AM. PST
TYPE OF RIVER GAGE	ELEVATION OF RIVER GAGE ZERO Ft.	FLOOD STAGE Ft.	NORMAL POOL STAGE Ft.

DATE	TEMPERATURE F. 24 HRS. ENDING AT OBSERVATION MAX.	MIN.	AT OBSN.	PRECIPITATION 24-HR AMOUNTS Rain, melted snow, etc. (Ins. and hundredths)	Snow, ice pellets, hail (Ins. and tenths)	At Ob. Snow, ice pellets, hail, ice on ground (Ins.)	Draw a straight line (——) through hours precipitation was observed, and a waved line (~~~~) through hours precipitation probably occurred unobserved. A.M. NOON P.M.
1	54	34	50	.95		0	
2	52	44	45	.99			
3	56	44	46	1.55			
4	48	44	44	.76			
5	49	40	—	.40			
6	51	49	—	1.48			
7	51	42	44	.55			
8	51	41	42	.05			
9	50	40	45	1.37			
10	60	43	44	1.02			
11	51	33	34	.35			
12	42	31	—	.01			
13	44	25	—	0			
14	33	31	32	0			
15	34	30	31	.02			
16	36	32	33	.06	2.0	M	
17	36	30	32	0		D	
18	45	31	31	0			
19	36	26	—	0			
20	32	30	—	0			
21	40	36	36	.78			
22	42	32	33	.01			
23	38	30	30	.35			
24	44	25	29	0			
25	38	30	30	0			
26	40	24	—	0			
27	40	26	—	.01			2.5
28	32	30	31	0			
29	40	29	30	.04	25	M	
30	41	26	30	0		O	
31	36	29	32	.11			
SUM				10.84	4.5	☒	
				Greatest			

WEATHER (Calendar Day) Mark 'X' for all types occurring each day. Fog | Ice Pellets | Glaze | Thunder | Hail | Damaging Winds | Time of observation if different from above

RIVER STAGE: CONDITION | GAGE READING AT ___ A.M. | TENDENCY

REMARKS (Special observations, etc.)

SUM: Fog | Ice Pel. | Glaze | Thund. | Hail | Dam. Winds ☒

CONDITION OF RIVER AT GAGE

A. Obstructed by rough ice.
B. Frozen, but open at gage.
C. Upper surface of smooth ice.
D. Ice gorge above gage.
E. Ice gorge below gage.
F. Shore ice.
G. Floating ice.
H. Pool stage.

CHECK BAR (For wire-weight) NORMAL CK. BAR

READING | DATE

OBSERVER: Joe Rutledge

SUPERVISING OFFICE

STATION INDEX NO. 35 2997 2

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 19, 1988

In Reply Refer to
File No.:
CON 5
10453

C. G. Gredvig, Inc.
4935 NW Kahneeta Ct.
Portland, OR 97229

Re: Time Extension Request
Pacific Ave.-23rd Ave. ("E" St.) Forest Grove
Contract No. 10453
FAP No. M-9012(2)

Your second request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 53 calendar days of contract time due to unseasonably dry weather that delayed the start of landscape work until November 9, 1987, and due to a change in some of the tree planting.

A review of the project records indicates that these delays required an additional 34 calendar days and also indicates periods of inactivity by your firm. A contract time adjustment of an additional 34 calendar days is accordingly granted.

The adjusted contract time of completion for this contract is November 29, 1987. There remains 19 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Jim Olbrich.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
Jim Olbrich w/att.
FHWA w/att.
Bruce Walton

Form 734-3122 (1-87)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-50(7)

2. STATE PROJECT NO.

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80167

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 10, 1988

8. FEDERAL ROUTE NUMBER FAP 50

9. STATE ROUTE NUMBER 241

10. GENERAL LOCATION:
Coquille River Bridge

11. GENERAL DESCRIPTION OF WORK
Construct a timber fender system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/10/88 as requested in Mr. Fredrickson's letter of 3/17/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 10 is approved for a TEC of $50,000; Federal Funds $40,000.

RECEIVED
STATE HWY ENGR
APR 12 '88
REFER TO Gilmore
FOR

Info	Insp	R/D	D/R	Sign	Adv	File
					X	

14. DATE 4/5/88

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

11,153

J

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
MAR 31 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to File No.:
CON 5
10153

DATE: March 24, 1988

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Richard A. Poecker C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
SHE'S OFFICE

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-50(7)

Contract 10153, Work Completed December 10, 1987

Project Coquille River Bridge

Highway Coquille-Bandon

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 2/14/88*

for Dale E. Wilken
Division Administrator

* Subject to satisfactory Plant establishment.

BMW:mk

cc: D. E. Forbes
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
MAR 25 1988
OREGON DIVISION

734-2023 (2-85)

10,153

J'

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) COQUILLE RIVER BRIDGE (COQUILLE)		WEEK ENDING 3-05-88
		CONTRACT NO 10153
HIGHWAY COQUILLE - BANDON	COUNTY COOS	F A PROJECT NO BRF-50(7)
CONTRACTOR HAMILITON CONSTRUCTION	KIND OF WORK GRADING, PAVING, STRUCTURE	DATE OF AWARD NOVEMBER 19,1986

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 3,197,406.69	AUTHORIZATION	$ 227,371.14
		COST THIS WEEK	$ 0.00
ESTIMATED PROJECT COST	$ 3,123,505.86	TOTAL TO DATE	$ 271,284.47
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN	2.3 %	PERCENT OF AUTHORIZATION	119 %

FIRST NOTIFICATION DATE: JANUARY 11, 1986

ESTIMATED DATE OF COMPLETION, OR: DECEMBER 11,1987

SECOND NOTIFICATION DATE AND: 12-10-87

ESTIMATED SEMIFINAL SUBMITTAL DATE: 12-18-87

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	12/11/87	699	698.0	99	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	140,760 CY	22,005 TN	5,512 TN			
EST. CORRECTED QUANTITIES	143,071 CY	20,751 TN	5,512 TN			
EST. PERFORMED TO DATE	143,071 CY	20,751 TN	5,512 TN			
PERCENT PERFORMED TO DATE	100	100	100	0	100	0

ACTIVITIES THIS WEEK:

NO ACTIVITY.

THIS WILL BE THE LAST WEEKLY REPORT FOR THIS PROJECT.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

NO ACTIVITY.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

THE OFFICE CREW PREPARED A STATE FORCE ORDER FOR THE DEBRIS PROTECTION.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
F. D. Morrison
F. D. MORRISON

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

jc cc: OSHD (D. E. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
MAR 15 '88

REFER TO Fredrichson FOR
Info | Inves | R/D | D/R | Sign | Act | File

lg 3/21

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	9	Coos	Oregon

IN COMPANY WITH
Frank Morrison, Proj Mgr; Bob Aldrich, Reg Const Engr; Ken Allmer, DMS; and Greg Dimmit, Section Foreman

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2/14/88	RRA Richard R. Arnold, Area Engineer	BRF-50(7)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

COQUILLE RIVER BRIDGE
COQUILLE - BANDON HIGHWAY
Grade, Pave & Structure

NOTED
N. E. SCHWARTZ

Work completed under this project consisted of constructing a 36' wide by 635' long bridge over the Coquille River and construction of the roadbed approaches including surcharge, counterbalance, rock slope protection, aggregate base, asphalt concrete pavement and other items related to this type of project.

A contract in the amount of $2,772,178.39 was awarded Hamilton Construction Co. of Springfield, Oregon on 11/19/85. Work began on 1/11/86 and was completed in close conformance with the approved plans and specifications, including approved changes on 12/10/87 at a final estimated cost of $3,134,143.87. This amount includes $2,541,246.47 for original bid item work, $230,239.70 for work completed under approved price agreements, $83,255.81 for State force work, $598.11 credit for AC price adjustment, and $280,000 for construction engineering.

The specified completion date of 11/15/87 was adjusted to 12/11/87 as a result of approved stop work orders, therefore no liquidated damages were assessed.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements with the exception of some low strength class 3300 PCC in the bridge substructure. PA #20 provided a $1,915.14 assessment for this non-spec material.

Landscaping included 180 western red cedar trees which were planted in early December. The plant establishment period for this work extends to 10/31/88. At the time of this inspection many of the trees appeared to be dying. Prompt replacement of those trees not showing vigorous growth in accordance with the specification is recommended.

High water this past winter in the river resulted in log jams at the bridge, apparently due to the relatively narrow center span (40 feet). A piling and log boom debris deflector has been designed and will be installed this summer subject to approval of a Coast Guard permit. Federal participation has not been requested.

Form FHWA-1446A
(Rev. 2-84)

After the contractor completed the roadway work, high water caused some damage to the approaches left of station "L"109 and left of station "A"34. Additional riprap will be needed to repair these areas. Approval of a SFO to do the repair work by State maintenance forces is recommended.

Based on the results of this inspection final acceptance of the contract work, with the exception of plant establishment, is recommended.

- RRA -

[illegible]
jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-50(7)

2. STATE PROJECT NO.

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80167

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 8 '88
REFER TO Gilmour
FOR
Info Invest R/O D/R Sign. Act File

7. DATE AUTHORIZATION EFFECTIVE December 5, 1985

8. FEDERAL ROUTE NUMBER FAP 50

9. STATE ROUTE NUMBER 241

10. GENERAL LOCATION:

Coquille River Bridge

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Gilmour's 11/17/87 letter, the City of Coquille's adjustment to water and sewer lines is authorized at a cost of $798; (FF = $638). This approval is contingent upon modification of the project agreement if additional funds are required.

14. DATE 1/8/88

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10153

December 30, 1987

CBM 5
10153

Richard L. Angstrom
Managing Director
Oregon Concrete & Aggregate Producers
  Association, Inc.
3000 Market Street, NE., #222
Salem, OR 97301

Coquille River Bridge
Contract No. 10153
Low-Strength Concrete

I conferred with the Construction Section regarding the price reduction for low-strength concrete incorporated into this project.

The recommendations of the Region Construction Engineer and the Project Manager are important. The Construction Engineer is responsible for the uniform administration of construction projects throughout the state.

Regarding the low-strength concrete for the subject project, the Region and the Construction Section followed the standard procedure in computing the price adjustment for nonspecification material. At your October 28, 1987 meeting with the Construction and Materials Section staff, they offered to lower the standard price adjustment by 75 percent. This lowering was offered in consideration of the currently proposed price adjustment policy for low-strength concrete in nonstatistical PCC projects.

Since the State furnished an appropriate mix desire, the entire price adjustment can only be waived if the contractor performed their operations faultlessly according to the specifications. We have good evidence that some of the truck mixers transported the concrete to the project with the drums rotating at charge speed and then added excess water to get the mix out of the truck. This is an abuse of the mix. This abuse resulted in low-compressive strengths of the hardened concrete.

I agree with the Construction Section's recommendation of reducing but not waiving the price adjustment for the low-strength concrete.

Robert N. Bothman
Director

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

bc Gary Potter
Larry Rulien
W. E. Schwartz
C. O. Fredrickson
W. J. Quinn
Jim Gix
Frank Morrison

GW:AL:mk sl fn

OCAPA

OREGON CONCRETE &
AGGREGATE PRODUCERS
ASSOCIATION, INC.

3000 MARKET ST., N.E. - #222 • SALEM, OREGON 97301 • (503) 588-2430

RECEIVED
DOT DIRECTOR
REFER TO
Rulison
DEC 02 1987
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File
		✗				

30 November 1987

Robert Bothman
Oregon Dept of Transportation
135 Transportation Building
Salem OR 97310

Dear Mr. Bothman,

On October 28, 1987, Hamilton Construction, Johnson Rock Products, and OCAPA met with Bryant Jackman and other members of ODOT to appeal the penalties being assessed for the Coquille River Bridge contract. As a result of that meeting, the penalties were reduced 75 percent to approximately $1,900. After considerable thought, we appeal the Jackman decision and petition you to review this matter and not assess any penalties for low strength concrete for the Coquille contract.

Attached to this letter are copies of correspondence written by Bob Aldrich, Region Construction Engineer, and F.D. Morrison. These exhibits confirm the basis of our appeal. We are summarizing our arguments briefly for your review. If you feel that with the information supplied you cannot eliminate the penalties, then we request a meeting before you for a complete review of penalties assessed for low strength concrete as supplied by Johnson Rock Products.

NOTED
W. E. SCHWARTZ

The arguments for our appeal are as follows:

1. Attached is a memorandum from Bob Aldrich to Jerry Wimer containing three important statements. Those statements are:

  a. that ODOT was aware that problems existed with the 1-1/2 inch aggregate being used in the project. (These aggregates met ODOT approval.)

  b. the contractor tried to tell the lab that the ODOT mix design would not meet the specified 3,300 psi.

  c. the Regional Construction Engineer recommends, "we not assess the contractor any penalty for low concrete."

RECEIVED
STATE HWY ENGR
DEC 2 '87
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

ug 12/7
due 12/14

Pat Schwartz -
R/D by 12-14.

The second attached exhibit is a lengthy memorandum from Frank Morrison to Bob Aldrich. A reading of this memo verifies that the mix design was developed by ODOT, ODOT supervised the batching of the concrete and finally, ODOT accepted the concrete when delivered at the construction site. A reading of this same correspondence verifies that the contractor did everything ODOT requested to modify the mix design so that it would achieve 3,300 psi. The letter contains several important statements. Those statements are:

a. "all materials used in our concrete by the contractor met all our specifications."

b. "on all the pours we had a batch person at the plant." We assume that the ODOT batch person would verify that the supplier did everything required since no batch was rejected at the plant (or for that case, at any time during the project).

c. Frank Morrison recommended, "we should not assess a price reduction for non-specification 3,300 psi concrete."

In summary, the contractor met all ODOT requirements, cooperated with ODOT at all times and even warned ODOT that the concrete mix design would not achieve 3,300 psi. This warning was given prior to any 28-day breaks.

Therefore, we request that no penalty be assessed as per the Project Manager and Region Construction Engineer's recommendations. I wish to point out that most ODOT contracts state that the recommendation of the Project Engineer is to be the final word. We feel that this type contract provision should be equally applied to the contractor and ODOT.

We will be happy to meet with you at your convenience.

Sincerely,

Richard L Angstrom

Richard L. Angstrom, Managing Director

encl.

cc: Kip Johnson, Johnson Rock Products

ATTACHMENT "A"

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: Jerry Wimer
Construction Operations Engineer

DATE: December 18, 1986

FROM: Bob Aldrich Bob
Region Construction Engineer

SUBJECT: Coquille River Bridge
3300 P.S.I. Concrete
Contract #10153

Attached is a report from Frank Morrison concerning concrete problems that we have had on the subject project. I think that you can follow most of the letter and see the problems as they occurred.

There are a couple of things that I would like to add. First, if you remember, we have had problems with 1¼ inch aggregates from this source, and we were not able to properly attain the deck strength as specified, therefore, we had to utilize 3/4 inch aggregates.

Secondly, the contractor worked very closely with the lab on these mix designs, all the time telling the lab that it would not attain the specified 3300 P.S.I. unless you added more sand. We, for our own information, did check some of the contractor's mix design concrete with the fly ash, and it had no problems meeting the required 3300 P.S.I. strength.

(Contractor had no control else, thus "quote"

Based on the information that has occurred on this project, I would recommend that we not assess the contractor any penalty for low concrete as defined in Frank's letter. Please review, and if additional information is required, we can discuss.

ba/sh
Attach

cc: F. Morrison

20

AJ

Lucht J. → Your recommendation please and the basis for it

1-129-1387

Lab #	Date	28 day break	Pour #	60 day break
86-8669	6-18-86	ave. 2970	2	ave. none
86-8670	6-23-86	ave. 3000	3	ave. none
86-11090	7-21-86	ave. 3160	5	ave. 3735
86-11091	7-22-86	ave. 2765	6	ave. 2910
86-11215	7-25-86	ave. 3040	7	ave. 3600
86-12394	7-31-86	ave. 3190	8	ave. none
86-12192	8-5-86	ave. 3265	9	ave. 3825
86-12768	8-12-86	ave. 3195	10	ave. 3967
86-12980	8-13-86	ave. 3255	11	ave. 3730

Lab #	Date	28 day break	Pour #	60 day break
86-8669	6-18-86	ave. 2970 3148	2 38.5	11.0 ave. none
86-8670	6-23-86	ave. 3000 3180	3 32.0	8.0 ave. none
86-11090	7-21-86	ave. 3160 3350	5 10.0	0 ave. 3735
86-11091	7-22-86	ave. 2765 2931	6 100.0	60.0 ave. 2910
86-11215	7-25-86	ave. 3040 3222	7 24.0	5.0 ave. 3600
86-12394	7-31-86	ave. 3190 3381	8 7.0	0 ave. none
86-12192	8-5-86	ave. 3265 3461	9 3.0	0 ave. 3825
86-12768	8-12-86	ave. 3195 3387	10 7.0	0 ave. 3967
86-12980	8-13-86	ave. 3255 3450	11 3.5	0 ave. 3730

0.85 (3300) = 2805

ATTACHMENT "B"

STATE OF OREGON INTEROFFICE MEMO

TO: Bob Aldrich
Region Construction Engineer

DATE: December 15, 1986

F. D. Morrison

FROM: F. D. Morrison
Project Manager

SUBJECT: 3300 P.S.I. Concrete
Coquille River Bridge
Coquille-Bandon Hwy. - Coos Co.
Contract No. 10153

ROSEBURG REGION
RECEIVED
DEC 17 1986

RE	RCE	RME	RUS	FAS
RDS	RTS	ATS	TL	RSP
RPP	GEO	RE	RAS	AA

As you know, we had problems with our first 3300 P.S.I. concrete mixture attaining 3300 P.S.I. in 28 days, on the above subject section.

For some background, the special provisions allowed the contractor to use fly ash, at his request.

When the aggregates were screened, and samples submitted for mix designs, the contractor requested the use of fly ash in the mix design.

(1) A mix design was provided by the Salem Lab, Lab. No. 86-7096 which included fly ash at a rate of 15% by dry weight.

When we made the first pour, **which was a seal in (1) pier 6, our seven day break looked good, as far as strength goes.** We then poured (2) (6-18-86) the footing in pier 6. Our 14 day break was 2525 which is not too bad. We then poured (3) (6-23-86) the column on pier 6. The seven day break was 2325 again not too bad. After these two pours, this office decided to cast extra cylinders to be broken in 60 days. (4) seal

Project [illegible] prior to [illegible] day results (2)

Our next pour (5) (7-21-86) involved concrete in the hammerhead for pier 6, which was 3/4 aggregates, per the plans. We used the lab mix design given Lab #86-7098. The seven day break was 2455 which is not that bad. **After another pour (6) (7-22-86) on pier 7 footings was made, we received word on the 28 day break for the second and third pours.** They did not attain 3300 P.S.I., the second pour averaged 2970 P.S.I. and the third pour averaged 3000 P.S.I.

(3) After some discussion with the Salem Lab, a modification was made to the mix design, the field change was made under Lab #86-7096M.

We then made two more pours (7 & 8) (7-25-86 & 7-31-86) using mix design Lab #86-7096M. The seven day breaks were 2210 P.S.I. and 2570 P.S.I.

81-125-1387

4 We then asked the lab to modify the mix design for our 3/4 aggregate. A new Lab #86-11692 was used to pour (9) (8-5-86) the hammerhead on pier 7. Once again, the seven day break 2575 P.S.I. looked good. 4

We then poured (10) (8-12-86) the footing on pier 5 using Lab #86-7096M. The seven day break was 2680 P.S.I. We then poured (11) (8-13-86) the hammerhead on pier 8 using Lab #86-11692. Our seven day break was 2570 P.S.I.

At this time we had a gap in our pouring and I requested that the rest of the 3300 P.S.I. concrete be made using 3/4 inch aggregates and NO FLY ASH.

A new mix design was made, Lab #86-12496 and our problems ended as to attaining the required strengths. 5

The 60 day breaks for all of the pours except Number 6 (7-22-86) attained better than 3300 P.S.I. and Number 6 reached 2910 P.S.I. in 60 days.

During our adjusting and changing of the mix designs, several meetings took place which involved the contractor, his supplier and this office. We were all concerned and were trying to come up with a solution.

All materials used in our concrete, by the contractor, meet all our specifications.

On all of the pours, we had a batch person at the plant, batching the requested amounts of aggregates, sand, cement, air entrainment and water. Also, we were taking slump tests, air and water/cement ratio tests. All were substantially within tolerances. We also submitted more aggregate samples to the lab for qualifying tests. All of the samples passed our specifications.

After reviewing this data, I feel that we should not assess a price reduction for non specification 3300 P.S.I. concrete. Pour No. 6 was in a footing and attained 83 percent of the required strength in 28 days and 88 percent in 60 days. The contractor advised me that they will file a claim if we assess a price reduction.

Please advise this office if you agree or disagree in this matter as I would like to get it taken care of as all of our 3300 P.S.I. concrete has been poured.

Twenty-eight day and 60 day breaks on all failing pours are attached.

att.

10.5.2

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: Bob Pool
Location Engineer

DATE: December 30, 1987

FROM: James J. Gix
Region Engineer

SUBJECT: Coquille River Bridge
Disposition of Closed Highway Structure

[illegible]
OR
Bridges
Coquille

Normally when a highway project is completed we consider our location effort over and would look to the Construction Section or Region to resolve post-construction problems. In the instance of the Coquille River Bridge, a decision was made to delay the final disposition of the historic structure until further study could be done which then allowed us to proceed with the construction of the new structure.

I am now the recipient of advice from the Port of Bandon, the Port of Coquille, the Coos County Commissioners, as well as the City Manager of Coquille. Since the outcome of the hearing for the Coquille Reroute depends upon the status of the historic structure, I think it is important that a decision be made at Team 1 level regarding the permanent disposition of the structure.

Eb Engelmann assures me that he is moving forward with the necessary data from his historian. Walt Hart from the Structure Section also feels the time for a decision is at hand. If you feel this is an appropriate decision, please schedule with your next Team 1 agenda.

jjg/sh

cy: D. Adams
E. Engelmann
W. Hart
F. Morrison
K. Allmer

RECEIVED
STATE HWY ENGR
JAN 4 '88
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

D. R. ADAMS

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR

NOV 19 '87

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

November 17, 1987

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

For FROM: Cam Gilmour
Manager, Program Section

Original Signed By
Joe Speight

SUBJECT: Water and Sewer Line Adjustment
City of Coquille
Coquille River Bridge Section
Coquille - Bandon Highway
Coos County
Project No. BRF-50(7)

Here is a copy of an actual cost billing for the adjustment of a 2-inch water line and a 4-inch sewer line, owned by the City of Coquille, dated August 6, 1987, and a sketch showing the relocation.

A certification prepared by John Christopherson as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service and distribution facilities.

There will be no betterment derived from the proposed adjustment of the water and sewer facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of the original authorization to proceed with the work as of December 5, 1985, under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $797.50. This work will be added to the original OFW No. 4.

JMC:jkh/Enclosure

cc: ✓Don Adams
J. M. Cartwright
John Christopherson

D. R. ADAMS

Form 734-3122 (1-87)

10,153

City of Coquille

99 East Second
Coquille, Ore. 97423
396-2115 396-2116

1885 - 1985
"100 years of
People Serving People"

RECEIVED
STATE HWY ENGR
AUG 20 '87
Pool

8/21

Pool
Your liaison folks
can use this as
an example.
Don

August ~~17~~ 1, 1987

ROSEBURG REGION
RECEIVED
AUG 1 1987
RE | FAS
RDS | RTS | ATS | TI | RSS
GEO

Mr. Jim Gix
OREGON DEPARTMENT OF TRANSPORTATION
Highway Division, Region 3 Engineer
P.O. Box 1128
Roseburg, OR 97470

Dear Jim:

It seems that I am always complaining about something, but I am one of those people that has to let everybody know what I think. My problem is the approach to the new Coquille River Bridge. I think the problem arises because your staff did not design the bridge and I believe it was farmed out to Obeck Engineering.

We have been excited about the new bridge construction and, as you know, the Sturdivant Park work was undertaken in anticipation of the new bridge. We have since annexed Sturdivant Park and all of the land between the river and the new bridge approach. All of that ground is now inside the city limits.

My problem with the project is that we have three-foot ditches on each side of the access way right in front of the city shops and it really should have been curbed and guttered because it is inside the city, it is part of the city's downtown area and yet it is constructed as though it is out in the country and away from city-type construction.

I am wondering if it is possible to lay perforated pipe in those ditches and cover them over. That would also give a wider walking surface for people going to the park.

I am sure you will recall our discussion with other people in your organization about having sidewalks down to the park. We were not able to do that and although there is a reasonably wide shoulder when you add the ditches and the guard rails it then becomes an area that is sort of confined to walk along.

Sent 8-19 CB

"The Coquille River and its tributaries offer the finest fishing on the Southern Oregon Coast."

Cy: Duane Christensen
Don Adams , F. Morrison

I do not suppose that I will have any success with this situation, but when the Department of Transportation spends several million dollars in a city, they should first have the designer come in and talk to the city personnel to see what improvements could be made at the same time that construction is underway. Chances are, the improvements such as having curbs and gutters instead of three-foot ditches would not have been that much different in cost, but would have added greatly to the looks of the city.

If nothing can be done on this situation, you don't need to respond and I will understand. I really just wanted to bring it to your attention that that construction is inside the city limits and it really should have looked as though it was inside the city limits.

We look forward to seeing you on the 29th of August at the Bridge Dedication.

Sincerely,

CITY OF COQUILLE

Patti Strain
City Manager

PS:drb

10,153

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

August 19, 1987

In Reply Refer to File No.:
CON 5
10153

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477-0121

Attn: John R. Axtell

Re: Contract Retainage
Coquille River Bridge
Contract No. 10153

Your letter of July 27, 1987, concerning Certificates of Deposit in lieu of cash retainage on the above contract has been reviewed with our Accounting Section. They apparently do not have your March 5 letter of request. I understand they have made telephone contact with your office and the matter is being resolved.

If I can be of further assistance, please do not hesitate to let me know.

O. B. Jackmond
O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

cc: W. E. Schwartz/attach.
Doug Goldbach/attach.

08192m

5

RECEIVED
STATE HWY ENGR
AUG 19 '87
REFER TO
Info Inves

734-2023 (2-85)

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

July 27, 1987

RECEIVED
STATE HWY ENGR
JUL 27 '87
REFER TO Fredrickson
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☑ Sign ☐ Act ☐ File ☐
w/cy to Schwartz

Department of Transportation
Highway Division - Contract Accounting
Transportation Building
Salem, Oregon 97310

Attention: Contract Administration

Dear Sir:

This is the second letter that I have written to you regarding the retainage on Contract No. 10153 (Coquille River Bridge). We thought that we had this retainage set-up with Certificates of Deposits in Lieu of Retainage. I have executed copies of the escrows to support this theory . Once again I am going to furnish you with the list of Certifictes of Deposit (Updated because of expiration from list furnished you on March 5, 1987.

CD No.	Maturity Date	Amount	Contract No.
0170009072	07-29-87	45,000.00	10,153
0170023289	12-02-87	44,000.00	10,153
0170027058	10-01-87	10,000.00	10,153
0170027041	10-01-87	40,000.00	10,153
		$139,000.00	

I feel that Hamilton Construction Co. has been double penalized for retainage. We have put up money in escrow thru CD's and have also had retainage withheld from our payments. The amount of money that has been lost thru interest because of this is quite signifcant.

RECEIVED
JUL 2 9 1987
CONSTRUCTION SECTION
CE ..... [✓ CAE] .....
COE ..... OM .....
OE .....
CA .....
CAM .....
EEO .....
SPC ..... TC .....
SA ..... CC .....
FE ..... CP .....
PQC .....
QCS .....
FILE .....

MEMBER: ASSOCIATED GENERAL CONTRACTORS

#55

July 27, 1987

In as much as we have written you and telephone you about this matter, I feel that Hamilton Construction Co. should at least be given a written response regarding this practice of your Department. I cannot remember having this problem in the past and hope that we can get some action at this time.

Respectfully yours,

HAMILTON CONSTRUCTION CO.

John R. Axtell

John R. Axtell
Controller

JRA:mac
encl.

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

March 5, 1987

COPY

Department of Transportation
Highway Division - Contract Accounting
Transportation Building
Salem, Oregon 97310
(503) 378-6232

Attention: Janice M. Henry

Re: Certificates of Deposits in Lieu of Retainage

Dear Janice:

Enclosed are copies of the non-transferable Time Deposit that we have in escrow at the First Interstate Bank of Oregon to cover our 'In Lieu of Retainage.

As you can see we have 139,000.00 in lieu of retainage on Contract No. 10,153 Coquille River Bridge and $5,000.00 in lieu of retainage on Contract No. 9706 Wheeler Overcrossing. See following breakdown

CD No.	Maturity Date	Amount	Contract No.
0170003034	4-29-1987	45,000.00	10153
0170031217	6-03-1987	44,000.00	10153
0170034062	7-02-1987	10,000.00	10153
0170034104	7-02-1987	40,000.00	10153
TOTAL CONTRACT 10153		$139,000.00	
0170032033	6-15-1987	5,000.00	9706
TOTAL CONTRACT 9706		$ 5,000.00	

I will send a copy of this letter and the Certificates of Deposits to the First Interstate Bank and try and get them to inform you when a new certificate of deposit is issued. The next one will be April 29, 1987 when 0170003034 is replaced.

COPY

COPY

March 5, 1987

I feel that I might have more deposited in the Coquille River Bridge Job will need to finish the project. If you want me to reduce this amount of in lieu of retainage on this project please let me know so that I can do this on June 3, 1987. First Interstate Bank will also have to be notified that this amount may be released at the same time. If you have any questions concerning this matter please contact me.

Respectfully yours,

HAMILTON CONSTRUCTION CO.

John R. Axtell

JRA:mac
c/c First Interstate Bank
Larry Wood

COPY

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
JUL 20 '87
REFER TO
Fredrickson
FOR
Info | Inves | H/D | D/R | Sign | Act | File

JJ 7/22

REGION NO. 10	REPORT NO. 7	COUNTY Coos	DIVISION Oregon
IN COMPANY WITH Frank Morrison, Project Manager; OSHD			
DATE OF INSPECTION 7/1/87	INSPECTION MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. BRF-50(7)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 78 %	WORK COMPLETED 85 %

COQUILLE RIVER BRIDGE
COQUILLE - BANDON HIGHWAY
Grade, Pave and Structure

5

The purpose of this inspection was to review the progress and adequacy of the work to date.

Traffic Control:
Traffic control signing is adequate and in substantial conformance with the MUTCD. Traffic is still being handled under the Stae I traffic control plan.

Work Complete to Date:
All work is completed on the bridge except the minor items listed in report #6. The grading is almost complete to subgrade elevation with the exception of the project ends. Geotextile fabric and aggregate base course has been placed on the "L" line from approximately Station 109+00 to the bridge and Station 132+00 to 135+00. The railroad crossing at Station 122+00 is complete.

Work in Progress:
Final shaping of the subgrade with scraper and grader in the vicinity of Station 130+00. Subgrading ditch on the west end of the project with backhoe and 2 trucks hauling waste.

Comments:
Due to the fill settlement the 48" culvert pipe at Station 128+00 has ended up with the center lower than the ends. This happened despite the fact that a substantial camber was put in the pipe when installed.

Water flows through this pipe only in the wet season. There was no water in the ditch at the time of this inspection. However, the bottom of the pipe on the up stream end was above the ditch bottom by about 1'. Because of the concern that when water was in the ditch it would tend to lift the pipe end further, it was agreed that the upstream end should be adjusted to the ditch bottom elevation. It did not appear that the downstream end would need adjustments.

- RRA -

Form **FHWA-1446A**
(Rev. 2-84)

10,153

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: June 2, 1987

In Reply Refer to
File No.:
CON 5
10153

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Kathleen A. Williams

FROM: Kathleen A. Williams
EEO, MBE & Labor Compliance Specialist

SUBJECT: Coquille River Bridge
Contract No. 10153
FAP No. BRF 50(7)
Follow-up Compliance Review

Hamilton Construction Co., the prime contractor on the above project, was initially reviewed on September 24, 1986. As a result of the deficiencies found during that review, a Show Cause Notice was issued on October 1, 1986. A corrective action plan was submitted on October 22, 1986. The Show Cause Notice was rescinded on November 4, 1986, after the corrective action plan was determined to be acceptable.

A follow-up review was conducted on May 19, 1987, to review the corrective action plan that was approved by the State. The deficiencies cited by the State and committed to correction by the contractor include:

1. Goals were not being achieved in the operator, carpenter, cement mason, and laborer crafts for minorities and women.
2. Sufficient good faith efforts to achieve goals were not being taken.
3. Referral sources other than unions were not being used.

The follow-up review was held in the OSHD Project Manager's office in Coquille. The following corrective actions have occurred during the corrective action review period from October 1, 1986, through January 31, 1987:

1. During the initial review, there was found to be no minority or female participation in the operator, carpenter, cement mason or laborer crafts.

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Form 734-3122 (1-87)

The follow-up review revealed the following minority and female participation for the corrective action period.

Craft	Total Work Hours	Minority %	Female %
Carpenters	2,653.5	11.66	----
Cement Masons	405.0	----	30.86
Laborers	675.0	17.78	----
Operators	522.5	----	----

During the follow-up review period, the contractor had two new hire opportunities. Leonard Anderson, a Native American laborer, was employed during the months of November and January on this project. At the time of his hire in November, he was employed by Hamilton Construction on another project. Their second new hire opportunity was in the Cement Mason craft and was filled by Barbara Hastings, a female. The employment of these two individuals was verified by reviewing the payrolls in the Project Manager's office.

Oscar Medrano, a Hispanic male, was hired as a carpenter apprentice the day of the initial compliance review. He was dispatched from the Wolf Creek Job Corp and worked for the contractor during the months of October and November.

Mr. Anderson was not working on the project the day the follow-up compliance review was conducted, but the contractor was asked if Mr. Anderson's Native American status had been verified. Mr. Hamilton was not aware of any verification but the OSHD Project Manager stated that Mr. Anderson is a readily identifiable Native American.

Barbara Hastings, the female Cement Mason, was interviewed during the follow-up review.

2. The contractor made the additional good faith efforts to achieve goals:

   - On October 14, a meeting was held with the Job Superintendent to affirm the company's commitment to the affirmative action goals.

   - On October 20 a memo was sent to the company's Superintendent, Operations Manager, and Project Manager outlining the procedures to be used in filling job openings for the remainder of the project.

- The company's hiring procedures were revised to specifically address the project's affirmative action goals, and management now actively participates in all hiring decisions.

- The company's labor agreements with the unions state that if the union is unable to provide a minority or a female as requested, Hamilton Construction may use other referral sources.

3. The contractor used the following sources in an effort to achieve goals and to demonstrate good faith efforts:

   - On October 20 a list of referral sources was sent to the Superintendent for his use when making new hires.

   - For specific job opportunities, the contractor contacted:

     * S. Brooks & Associates
     * Other Contractors
     * Oregon State Employment Division Office

   The contractor's work force is currently working on the project for approximately two weeks with a two or three person crew. They had not been on the job site since the end of January. Hamilton Construction's portion of the contract will be completed by the end of this month. The remainder of the contract work will be completed by subcontractors. This project is scheduled for completion by November 15, 1987.

   A review of the contractor's CC-257's revealed that the contractor is not submitting consolidated CC-257's. This was brought to the contractor's attention, and they have been instructed to submit consolidated CC-257 reports in the future.

The following individuals were present at this review:

* Jack Hamilton, Hamilton Construction Company
* Frank Morrison, OSHD, Project Manager
* Kathy Williams, OSHD, Contract Compliance
* J. L. Widmer, OSHD, Contract Compliance
* Ida Johnston, Hamilton Construction Company

The contractor is found to be in compliance with the equal employment opportunity requirements of this contract and is being so notified.

KW:mk

cc: W. E. Schwartz
    C. O. Fredrickson

052912m

10,153

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 24, 1987

William H. Hall, P.E.
Chief Engineer
OBEC Consulting Engineers
244 Country Club Road
Eugene, OR 97401

1 RDE Doc
2 FDE C
FDS
3 SE 4
LE
LFE
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APR 28 1987
ROAD DESIGN
SECTION

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Initial
and
Circulate

JLD
TEB
KA
WEM

Re: Claim Review, Contract No. 10153
Coquille River Bridge (Coquille) Section
Coquille-Bandon Highway
Coos County
Project BRF-50(7)

I have received your letter dated March 24, 1987, which you request be included as part of any transmittals regarding this subject. Your letter is being distributed to all who received a copy of my letter to you dated March 1987.

First of all, I apologize for you not having been invited to attend the Claim Review Board Meeting on February 19, 1987. Had your firm been represented at that meeting, I am sure any questions regarding OBEC's involvement would have been answered and your letter of March 24 would have been unnecessary. Please realize that the comments about OBEC contained in my March 9 letter were contentions of the contractor and not the State. We were perhaps in error in accepting such statements as fact without your concurrence.

However, one significant statement you make in your March 24 letter is that you probably should have informed the Project Manager of the potential problem of the availability of the canal liner. Had this been done and additional calls referred to him, we could have resolved this situation during the bidding process by addendum letter.

I think we all will gain something from this incident, since it has graphically demonstrated how important the lines of communication are, both during the bidding process and after construction begins. In the future, we must be sure that any communication about the project must go through the Project Manager for resolution with the appropriate people.

4/29/87
Cabine/Litchfield -
See note page 2 (Bottom)
TAA. Doc

Form 734-3122 (1-87)

I have taken steps to assure that our communication with contractors is consistent, that our agreements with consultants require communication through the Project Manager and that the consultant be requested to participate in any claim review of a project design by that consultant.

It is unfortunate that this incident occurred, but I think we all have gained something from it and will do a better job in the future.

W. E. Schwartz
Ass't. State Highway Engineer

cc with attachments:

Bill Peckham - Hamilton Construction Co.
E. S. Hunter
Gary Potter
J. J. Gix
F. D. Morrison
J. L. Sollis

cc without attachments:

C. O. Fredrickson
R. E. Royer
J. B. Boyd
D. R. Adams
T. W. Litchfield

bc with attachments:

D. O. Christensen) Note: Please instruct your people not
Walt Hart (to discuss a project with contractors
L. E. George) during or after the time the job is
William Quinn (advertised. All inquiries must be
Ed Johnsen) referred to the Project Manager or the
(Region Engineer.

OBEC CONSULTING ENGINEERS

March 24, 1987

RECEIVED
STATE HWY ENGR

MAR 25 '87

REFER TO Pat Schwartz

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cy: Ed Hunter

Fredrickson
R/D
Due 4-13-87

Mr. Larry Rulien
State Highway Engineer
Oregon Dept. of Transportation
102 Transportation Building
Salem, OR 97310

RE: Claim Review, Contract No. 10153
Coquille River Bridge (Coquille) Section
Coquille - Bandon Highway
Coos County
Project BRF-50(7)

Dear Mr. Rulien:

We received a copy of the Claims Review Board letter dated March 9, 1987, regarding Hamilton Construction Company's claim for canal liner material. Since we appear to be the central figure in this claim and since we were not asked to be a part of the claims review hearing, we feel it is important that we respond to the decision passed down.

We take exception to the two statements in the letter regarding Hamilton obtaining tacit approval to substitute culvert compound material in place of the canal liner material, and that information was provided to one bidder which was not available to the other bidders. Our records show that we were involved in three different conversations during the bidding stage of this project concerning the canal liner material. DeWitt Construction called first saying they could not locate the canal liner. Dale Carter looked up the supplier, Trumbull Asphalt, who furnished the same material on a previous project, Mocks Bottom Bridge in Portland, and called DeWitt back. Dale called the State at the same time to let them know that there may be some problems with contractors locating this material. He talked to George Macham about this, who was very familiar with the material and specification having been involved as a subconsultant to OBEC on the Mocks Bottom project. In hind sight, we probably should have also informed the Project Manager at this time of a potential problem and referred additional calls to him.

The same day Hamilton Construction Company called and we relayed the same information to them as we told DeWitt about Trumbull Asphalt being a possible supplier. Apparently Trumbull was no longer a willing supplier of this material. As best we can recall, Hamilton was told that culvert compound was also used on our test pile program at Mocks Bottom but that it was not as effective as the canal liner and that the canal liner was used for the production piling. We did not give even tacit approval to Hamilton for substituting culvert compound for canal liner. They were fully aware that substituting the cost of culvert compound in their bid was entirely at their own risk. Dale made a specific point of telling them that OBEC would not be doing the construction engineering and that any changes would have to be approved by ODOT. Our role in the construction engineering of this project was restated and reinforced numerous times throughout the project and we worked directly with the project manager and the bridge section when this material was submitted for approval during construction.

Discussion with contractors during the bidding process has always been an area of great concern to us. We make a conscientious effort to give all contractors the same information and hopefully not say anything which would lead them to think that they could deviate from the plans or specifications without an addendum. Telling contractors a possible material source or referring them to someone who could help them with a particular problem they are having understanding the plans or specifications has always been a gray area. Often, if you don't point them in the right direction they are back to the client asking for a time extension or an addendum. In our own discussions on the subject we have always felt having contractors understand as much as possible about the project before they submit their bid is in the best interest of the project and the bids will more adequately reflect the true cost of doing the work. We would very much like to hear other engineers' opinions on this subject because it is most certainly not an issue which has a definitive answer.

We regret that this issue got out of hand to the extent it did. We enjoyed working with the bridge section and the region office on this project. We felt the lines of communications between ODOT, OBEC and the contractor were well defined throughout the project and we did our best to adhere to them. We feel this project has been a good one from design concept to final construction and it is unfortunate that this incident occurred.

We feel that the correspondence being circulated regarding OBEC's involvement in this issue is unjust and request that our opinions and this be letter included as part of any transmittals regarding this issue. If you have any additional questions we would be more than happy to sit down and discuss them with you.

Very truly yours,

William H. Hall

William H. Hall, P.E.
Chief Engineer

cc: Donald R. Adams
Robert E. Royer
J. B. Boyd
Ted Litchfield
Bill Peckham-
(Hamilton Construction Co.)

10,153

Pat

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

March 30, 1987
IN REPLY REFER TO
HB.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project BRF-50(7)
Coquille River Bridge
Coos County
Contract 10153

Mr. Fredrickson's March 10, 1987 letter requested our concurrence in State Force Order No. 7.

The moorage rental fee covered by this order is considered a maintenance cost and therefore is not eligible for Federal participation under this project.

Order for Force Work No. 7 is herewith returned without FHWA approval.

Sincerely yours,

John T. Price

Dale E. Wilken
Division Administrator

NOTED
E. SCHWART

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/Order for Force Work No. 7

RECEIVED
STATE HWY ENGR
MAR 31 '87
Pat Schwartz
X

Orig sent 4-2-87 lo

10153

Yellow File Copy

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1987

In Reply Refer to
File No.:
CON

Bill Peckham, General Manager
Hamilton Construction Company (Oregon)
Post Office Box 659
Springfield, OR 97477

Claim Review, Contract No. 10153
Coquille River Bridge (Coquille) Section
Coquille-Bandon Highway
Coos County
Project BRF-50(7)

Your claim on the above-captioned project was heard by the Claims Review Board on Thursday, February 19, 1987, and as a result of the evidence presented at that meeting, the following resolution has been made.

Canal liner material was specified in the contract to be used on coating the steel piling. During the bidding process, you were informed by Trumbull Asphalt that the canal liner material was not available, or at best, available in minimum 5,000 gallon lots and then only by special order. Since the project was designed by OBEC Consulting Engineers, you contacted them directly and obtained tacit approval to substitute culvert coating material in place of the canal liner material. On the basis of that information, you prepared your bid, intending to make the substitution during construction. This was ultimately done, after it was determined by the Highway Division that the canal liner material was difficult to obtain, available only in 5,000 gallon lots, and the design of the bridge would tolerate the change.

Because of the above, and the less than ideal communications between us, I have decided to allow the substitution of the culvert coating material for the canal liner material at no reduction of cost. However, your contact during the bidding stage with OBEC Consulting Engineers, without going through our Project Manager, provided you with information not available to the other bidders and was inappropriate.

/s/ D. R. Adams for

Larry Rulien
State Highway Engineer

cc: OBEC Consulting Engineers
(Attn: William H. Hall, Chief Engineer)

bc: W. E. Schwartz
D. R. Adams
J. L. Sollis
C. O. Fredrickson
G. A. Potter
J. J. Gix
R. E. Royer
J. B. Boyd
T. W. Litchfield
F. D. Morrison

[illegible]

TWL:ge kkr
046

Form 734-3122 (1-87)

CON 4-4

STATE OF OREGON

INTEROFFICE MEMO

TO: Larry Rulien
State Highway Engineer

DATE: March 2, 1987

FROM: Robert E. Royer, Chairman
Contract Claims Review Board

SUBJECT:
Claims Review Board Meeting
February 19, 1987
Coquille River Bridge (Coquille)
Coquille-Bandon Highway
Coos County
Contract #10153
Project #BRF-50(7)

RECEIVED
STATE HWY ENGR
MAR 4'87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The claim of Hamilton Construction Company (Oregon) of Springfield was heard by the Claims Review Board on Thursday, February 19, 1987, in Room 205 of the Transporation Building, from 1:15 pm to 2:25 pm. The following were in attendance at the meeting: representing the Oregon State Highway Division - R. E. Royer, D. R. Adams, J. B. Boyd, T. W. Litchfield, J. L. Sollis, O. B. Jackmond, Ron Kleinschmit, Bob Aldrich, Frank Morrison, Terry Nichols, and Jan Six; representing Hamilton Construction - Bill Peckham, General Manager, and Dave Place, Operations Manager.

The claim arose with the substitution of asphalt coating material used on culvert pipe for the specified asphalt canal liner as coating for steel piling on this project. The special provisions of the contract required: "The asphalt coating material used on steel piles as specified shall be canal liner conforming to the requirements of ASTM Specification D2521, unless otherwise specified by the Engineer." Mr. Peckham presented a volume of correspondence and notes from phone calls which provide information to support their position in this case.

OBEC Consulting Engineers designed the bridge on this project and made the selection of the bitumious coating of the steel piling. Dale Carter was the design engineer.

While preparing their bid, Hamilton found that Trumbull Asphalt was the only capable producer of the canal liner in this area, and that there had been no demand for this material for 7 to 10 years. He indicated to Hamilton that the material was no longer available. With that information, Hamilton then contacted Dale Carter of OBEC, not the State's Region Engineer or Project Manager, and asked what their reaction would be if asphalt culvert coating material showed up on the shop drawings as a substitute for the canal liner material. OBEC reviewed their design and determined that substituting this material would be acceptable in this case.

Hamilton then proceeded to prepare their bid on the basis of using the substitute material, were low bidder, and were awarded the project. Hamilton bid $7 per linear foot for bituminous coating on steel piles. Other contractors' bids ranged from $15 to $36 per foot for the same bid item. Hamilton was nearly $100,000 low on the project, but a determination of the low bidder was not contingent on this one item. After the project was awarded, Hamilton proceeded to get the specification changed to allow the culvert coating material in place of the canal liner material. Our Bridge Design Section was consulted by OBEC and the change was recommended. Hamilton experimented with the substitute material, dipped a piece of steel piling, and OBEC and the State's Bridge Design Section approved the substitution.

The Region Engineer, Project Manager, and Hamilton had substantially agreed to substitute the material with no reduction in price; however, the Construction Office insisted there be a reduction in price, since the material used was considerably cheaper than the material originally specified. Prices to the contractor quoted by Trumbull for the canal liner were $325 to $340 per ton. The culvert compound was between $200 and $280 per ton. When pressed for a written statement regarding the price of canal liner, Trumbull steadfastly refused, thus making any accurate determination of a price reduction impossible.

Letters (copies attached) that were exchanged between the State and the contractor were confusing:

> On May 5, Project Manager Frank Morrison wrote to Hamilton and asked for a $2.03 per gallon reduction in price for the substitute material.
>
> On May 7, Hamilton rejected the offer.
>
> On May 9, Morrison wrote to Bill Quinn, Region Construction Engineer, and suggested a no-cost price agreement.
>
> On May 12, this letter was returned to Morrison by Region Engineer Jim Gix with instruction to proceed with a no-cost price agreement.
>
> On May 16, Morrison sent Hamilton a price agreement requesting a decrease of a total of $2,618.70 ($2.03 per gallon) for the substitute material.
>
> On June 25, Morrison wrote Hamilton saying that since Hamilton will not sign the price agreement, the State will reduce payment to Hamilton by $2,618.70.

On July 25, Bob Aldrich, Region Construction Engineer, wrote Hamilton that he agreed with solving the issue with a no-cost price agreement.

On July 30, O. B. Jackmond wrote to Jim Gix on a copy of Aldrich's July 25 letter stating that the Construction Office "probably cannot support" a no-cost price agreement.

On November 26, Jackmond wrote Hamilton that since the material used does not comply with the contract specifications, a reduction in price must be made.

On December 17, Hamilton wrote to Morrison asking for a meeting with the Claims Review Board.

In reviewing this claim, the Board feels that several weaknesses in our system have been exposed:

1. Our agreement with consultants should be reviewed, and their communication with prospective bidders should not be allowed if the consultant is not going to be Project Manager on the project. Proper communication in this case should have been through the Project Manager or Region Engineer. There should have been no contact by the contractor with OBEC Consulting Engineers. In this instance, Dale Carter of OBEC indicated to Hamilton, during the bidding process, that he would recommend approval of this substitute material. That information was probably not given to other bidders in light of the bids received on that item. The $2,600 in dispute here should really be paid by OBEC to the State as a penalty for this action prior to opening the bids. Future agreements with consulting engineers should contain provisions that forbid this practice, and require the consultant to pay a penalty if this provision is violated.

2. There seems to be a breakdown in communication among the Project Manager, Region Office, and the Construction Office. It is essential that when the State communicates to a contractor, or any outside party, we have sufficient communication among our own offices that we present a consistent position to the contractor. What has happened here has been confusing to the contractor and embarrassing to the State, and significant efforts should be made to correct these problems.

The Review Board feels that the contractor was out-of-line in going directly to OBEC for information without going through either the Project Manager or the Region Engineer. Hamilton used this priviledged information in the preparation of his bid, and this was not fair to the other bidders.

The lack of any solid information from Trumbull give the Board little on which to develop a counter proposal. On the other hand, our own internal confusion regarding this matter leads the Board to recommend the contractor be allowed to use this material without any reduction in price. It is imperative, however, that the line of communication from the contractor to designer be prohibited in the future, and that whatever changes are required in either the specifications or administrative procedures be made so that this does not occur in the future.

I should mention that the Board was not unanimous on this. Don felt that we should penalize the contractor in a monitary way. Bruce and I sympathized with that point, but felt that our communications were so poor that the contractor really did not get good corrective answers to the issues. Additionally, to spend more time on this $2,600 claim would be wasteful. One final point, Mr. Sollis ventured that if the claim was worth enough to ever get to court, he doubted that we would win. Therefore, by split vote, the Board makes the aforementioned recommendation.

TWL:ge jr

cc: D. R. Adams
J. B. Boyd
T. W. Litchfield

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

December 17, 1986

Mr. Frank Morrison
Project Manager
Oregon State Highway Department
P. O. Box 716
Coquille, Oregon 97423
(503) 396-3707

Subject: Coquille River Bridge
OSHD Contract No. 10153
Claims Review Board

Dear Sir:

We are in receipt of Mr. O. B. Jackmond's letter of November 26, 1986 denying our claims for seal concrete problems at Pier No. 6 and bituminous coating for piling.

We wish to pursue the bituminous coating issue at the next level of claims discussions, which is the Claims Review Board.

Please forward our request through the appropriate channels so a date can be set for the meeting.

Very truly yours,
HAMILTON CONSTRUCTION CO.

Bill Ahern

BILL AHERN
Superintendent

Bill – your copy –

DP/BA:kp

File: 940 P-Letter
900-J-Claims
cc Tom [illegible]
[illegible]

NERAL CONTRACTORS

Attach T

RECEIVED
NOV 26 1986
CONSTRUCTION
SECTION

November 26, 1986

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

CON 5
10153

Re: Contract Claims
Coquille River Bridge
Contract No. 10153

On October 14, 1986, we met with your representatives to review your claim for additional compensation for the seal pour at Pier No. 6 and your substitution of culvert liner for the specified canal liner pile coating.

The seal at Pier No. 6 was poured too high and had to be corrected. From the information presented at the meeting, it appears that correct top of seal elevations were provided by the State and that your on-site representative was informed that corrective action would be required if the seal was poured too high. The corrective action required resulted from contractor actions or inactions and this claim is denied.

We have again made enquiry as to the availability of the contract specified canal liner pile coating and verified that it is available but more costly than the provided culvert liner material. The material used does not comply with the contract specifications and, in accord with Section 105.03 of the contract Standard Specifications, an appropriate price adjustment will be made.

In the event that you wish further review of these matters, you may request a meeting with our Claims Review Board. Please contact Project Manager Frank Morrison if you desire such a meeting.

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

cc: Jim Gix
F. D. Morrison

11263m

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

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CONSTRUCTION
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July 25, 1986

In Reply Refer to
File No.:

Hamilton Construction Co.
P.O. Box 659
Springfield, OR 97477-0121

Attn: Bill Ahern

Subject: Coquille River Bridge
OSHD Contract #10153
Claims Meeting

Dear Bill:

This letter is to confirm what we discussed at the claims meeting held in my office on July 17, 1986.

The first issue was that of the fencing. We admitted that there was a design error in requesting the Type 2 fence in this area at this time. We should have had some temporary fence of a Type 1 fencing installed. We agreed that it will be handled in the following manner. We would send to you Price Agreement #7 which would include the moving and the reinstalling of the fence and gate near the city sewage treatment plant. The other fence that was torn out during the flood would be replaced by a Type 1 fence with driven wood line posts at a later date. Included in the price agreement for this new installation would be the temporary installation of the fence that is existing plus the repairs to that fence. Also, we would expect some salvage back for the Type 2 fence.

The next issue that was discussed was the seal pour. After listening to both sides of the issue, I feel that the contractor has control of all concrete pours, and it is your decision to get the proper amount to the proper elevation. We did investigate and review other seal mix designs, and specifically for Marion Street Bridge structure in Salem. The lab number was 81-8519, the slump was 6 inches, and it was a 7 sack 3300 PSI mix. After a review of all the facts, I would still deny this claim.

The third issue that was discussed was the bitumen coating required on the piles of the north and south abutments. After reviewing all the facts for this situation, I informed you we would support a no cost price agreement to resolve this issue. We will do this by checking some of the other bid prices for the

7.

bids on this contract. It was apparent to me that this material is not available unless you have a chemist work it up for a price, and then it may not be available depending on the raw materials that go into forming the design. We will pursue this issue further and request any help from your firm that may shed more light on the issue.

In denying the claim for part two of this meeting, you would have the option of requesting a meeting with Construction.

I think the meeting was very informative and productive, and I know that all of us are trying to get the best product we can for the taxpayer. I regret that we had to meet under these unfortunate circumstances, but it was nice meeting you.

Sincerely,

ORIGINAL SIGNED BY BOB ALDRICH

Bob Aldrich
Region Construction Engineer

ba/sh

cc: O. B. Jackmond ✓
F. Morrison

7-30-86

XC- Jim Gix

Re-bitumen coating for piles.
Please review this item thoroughly with us before making additional statement or comments to the contractor. We probably cannot support a no-cost P.A.

O. B. Jackmond

File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Coquille, Oregon
June 25, 1986

In Reply Refer to
File No.:

Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477-0121

Re: Bitumen Coated Steel Piles
Coquille River Bridge
Coquille - Bandon Hwy.
Contract No. 10153

Gentlemen or Ladies:

I was informed today, in my office, that you were not going to sign Price Agreement No. 10, covering a change in specifications to the Bituminous Coating on the HP 12x53 steel piles.

We have determined that the culvert liner material placed on the steel piles, will be suitable for use at our reduced price. In order for you to proceed, we will process P.A. #10 without your signature and after processing, we will reduce your payment by $2,618.70.

CC: Region Office
Const. Office

Sincerely,

F.D. Morrison

F. D. Morrison
Project Manager
P.O. Box 716
Coquille, Oregon 97423

APPLYING TO AL ATIONS, EXTRA WORK OR CLAIMS FOR EXTRA C PENSATION

.WAY DIVISION

OJECT NAME (SECTION) Coquille River Bridge	CONTRACT NO. 10153
HIGHWAY Coquille - Bandon COUNTY Coos	PREFIX C10153
CONTRACTOR'S NAME AND ADDRESS Hamilton Construction Inc. P.O. Box 659 Springfield, OR 97477	F. A. PROJECT NO. BRF-50(7)
	PRICE AGREEMENT NO. 10

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Change in Specifications for Bituminous Coating of HP 12 x 53 steel pile from canal liner ASTM D2521 to culvert liner conforming to the requirements of AASHTO M190. The Bitumenous Coating will be used on the upper 99 ft. of the South abutment and the upper 75 ft. of the North abutment.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3010 A	Substitute culvert liner for canal liner (Credit)	1290	Gal.	$2.03	$2,618.70

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: ~~INCREASE~~ DECREASE $ 2,618.70

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

The asphalt coating material used on steel piles shall be culvert liner conforming to AASHTO Specificaitons M190. The asphalt shall be applied at a temperature between 250° to 300° F. Coating thickness to be an average of 3/8-inches when dried by one of the following methods: moping, brushing or spraying. Priming will be required prior to coating. Primer shall conform to the requirements of ASTMD 41-78 or AASHTO M81-75 (RC 250). All surfaces to be coated shall be dry and thoroughly cleaned of (over)

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.	SUBMITTED BY PROJECT MANAGER F. D. Morrison DATE 5/16/86
	APPROVAL RECOMMENDED OR APPROVED BY REGION DATE
SIGNED: ________ CONTRACTOR DATE	NOTED OR APPROVED BY CONSTRUCTION DATE
APPROVAL RECOMMENDED BY LOCAL AGENCY DATE	INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

734-1169 (REV. 1-83)

ust and loose materials. White washing of coating may be required, as deemed necessary by the Engineer, to prevent running and sagging of the asphalt coating prior to driving during hot weather. Care shall be exercised during storing, handling and driving to prevent damage to the coated surface. Should damage occur to the coating it shall be repaired prior to driving the pile.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Coquille, Oregon
May 16, 1986

RECEIVED
MAY 19 1986

In Reply Refer to
File No.:

Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477-0121

Re: Coquille River Bridge
Contract No. 10153
Bitumen Coating - Steel Piles
N. & S. Abutments

Gentlemen or Ladies:

In reply to your May 7, 1986 letter on the above subject material.

The copies of your contact with Dale Carter of OBEC, do not meet the requirements of Section 102.05 of the Standard Specifications for Highway Construction - Oregon -1984.

Once again we will offer you the use of Culvert Liner meeting (AASHTO M-190) at a price reduction of $2.03 per gallon.

Our calculations show the need for 1,290 gallons of Bitumen, to coat the 1,044 Lineal Ft. of 12 x 53 steel piling as called for in the Special Provisions.

The attached price Agreement will cover the above mentioned use of culvert liner instead of canal liner meeting ASTM D2521. The costs used were given to me by Frank Burg - he said canel liner would cost him $3.33 per gallon and culvert liner would be available at $1.30 per gallon.

In reply to your statement "We are stopping all work on coating the piling until we receive written directions on how to proceed", I feel we are not holding up any of your work.

Very Truly Yours,

F. D. Morrison

F. D. Morrison, Project Manager
P.O. Box 716
Coquille, Oregon 97423

Attch.

Form 734-3122

Attach P

F. Morrison

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Coquille, Oregon

May 9, 1986

FILE:

F. D. Morrison

FROM: F. D. Morrison
Project Manager

TO: Bill Quinn
Region Construction Engineer

SUBJECT: Coquille River Bridge
Contract No. 10153
Bitumen Coating - Steel Piling

Attached is a letter from Hamilton Construction Company indicating that they checked into the availability of Specified Canal Liner material prior to bidding. Dale Carter from OBEC indicates that Culvert Liner could be substituted for Canal Liner as it has not been made for 7-8 years.

I checked with Dale Carter of OBEC, he did talk to Hamilton prior to bidding. He feels that the culvert liner will perform adequately.

After all the checking and discussions I feel that a No-Cost Price Agreement should be prepared substituting the Culvert Liner meeting (AASHTO M190) for the specified Canal Liner (ASTM D2521)/

Would you review the attached data and advise this office of what action to take in this matter.

Attch.
Sent 5-12-86 CB

5-12-86
Frank - pls prepare NC P.A. to effect spec change.

cc: G. Wimer. Sent 5-12-86 CB

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ROSEBURG REGION
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HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

May 7, 1986

Mr. Frank Morrison
Project Manager
Oregon DOT
P. O. Box 716
Coquille, Oregon 97423
(503) 396-3707

Subject: Coquille River Bridge
OSHD Contract No. 10153
Bitumen Coating - Steel Piling

Dear Sir:

In reply to your letter of May 5, 1986, regarding the bitumen coating, we request that you issue a no cost price agreement to substitute "culvert liner" for "canal liner".

We offer the following information to aid your evaluation of our proposal:

1. At bid time, we were informed by our suppliers that canal liner was an obsolete product and not manufactured anymore.

Enclosed are copies of our quotation sheets at bid time to verify the unavailability of the material.

2. After learning of the unavailability of material, we called Dale Carter of OBEC to explain the problem. He replied verbally that culvert liner would be a substitute.

Enclosed is a copy of our telephone log of this conversation prior to bid time.

It is with this information that we priced out the item for bidding.

3. Also, enclosed is a subsequent copy of letter from OBEC regarding the acceptability of using culvert liner.

MEMBER: ASSOCIATED GENERAL CONTRACTORS

We do not feel we should be responsible for additional costs when the item specified in 503.11 is not available or obsolete. It is the specification writer's job to check these things out and he should be held responsible for the additional costs, not the contractor.

Please review this proposal as quickly as possible.

Very truly yours,
HAMILTON CONSTRUCTION CO.

Bill Ahern

BILL AHERN
SUPERINTENDENT

DP/BA:kp

enclosures

File: 940 P-1

CC: PA
Job
DP
Brad
DW

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Coquille, Oregon
May 5, 1986

In Reply Refer to
File No.:

RECEIVED
MAY 5 1986

Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477-0121

Re: Coquille River Bridge
Contract No. 10153
Bitumen Coating on Steel Piles (ASTM D2521)

Gentlemen or Ladies:

In response to your request to substitute a culvert compound meeting (AASHTO M-190) for the specified canal liner (ASTM D2521).

We will allow you to substitute the culvert compound, meeting AASHTO M-190, at a reduction in price via Price Agreement, to coat the steel piles on the above subject contract.

As far as we can determine, the canal liner would cost $3.33 per gallon and the culvert compound costs $1.30 per gallon. Therefore we will require a reduction $2.03 per gallon of material actually need to achieve the specified 3/8" thick coating.

We request that the culvert coating be mopped or brushed on the steel piles to insure a uniform coating.

If you agree to the above terms, please let this office know, so the price agreement can be prepared to cover the requested change to specifications.

Very Truly Yours,

F. D. Morrison

F. D. Morrison
Project Manager
P.O. Box 716
Coquille, Oregon 97423

cc: Region Office
Construction Office
Bridge Office

Form 734-3122

Attach N

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
MAR 4 '87
REFER TO *construction*
FOR
Info | Inves | R/D | D/R | Sign | Act | File

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION
- ☐ PROJECT
- ☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 5	COUNTY Coos	DIVISION Oregon

IN COMPANY WITH
Frank Morrison, Project Manager; OSHD

DATE OF INSPECTION 2/9/87	INSPECTION MADE BY Richard R. Arnold, Area Engineer	PROJECT NO. BRF-50(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 57 %	WORK COMPLETED 74 %

COQUILLE RIVER BRIDGE
COAUILLE - BANDON HWY
Structure

NOTED
V. E. SCHWART

The purpose of this inspection was to review the progress and adequacy of the work to date.

TRAFFIC CONTROL

Delineation of the detour through the project area is good. Use of traffic control devices are in substantial conformance with the MUTCD.

COMMENTS

No work was in progress at the time of this inspection. Work on the bridge is about complete. All that remains is finishing the concrete and grouting the bridge rails.

The removal spans have been removed and replaced by the contractor in accordance with the plans. This required bringing a crane from Coos Bay with the needed operating rating. The removal and replacement procedures took approximately 4 hours but could be done in considerably less time if the blocking for the crane and span laydown area is prepared in advance.

Grading is 70% complete and with the surcharges still in place. Measurements indicate the embankment has reached the desired stability; however, due to weather conditions the grading contractor is not expected to resume work until May.

Several failing tests occurred in the concrete samples representing the bridge substructure work. This information has been summarized by the project manager and submitted to Salem for review and determination of action to be taken.

- RRA -

Form **FHWA-1446A**
(Rev. 2-84)

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

November 4, 1986 CON 3

Mr. Jack Hamilton, Vice President
Hamilton Construction Company
P.O. Box 659
Springfield, OR 97477-0121

On October 1, 1986, your firm received a 30-day show cause notice for failing to implement the required contract requirements pertaining to equal employment opportunity.

Your corrective action plan, as discussed with our EEO, MBE and Labor Compliance Unit on October 15 and as submitted to us on October 22, has been reviewed and determined to be acceptable. Your implementation of the corrective action plan shows that Hamilton Construction is now taking the required affirmative action and can be considered to be in compliance. If it should later be determined that your corrective action plan is not sufficient to achieve compliance, this rescission shall not preclude a subsequent finding of noncompliance.

In view of the above, this letter is to inform you that the 30-day show cause notice of October 1, 1986, is hereby rescinded. You are further advised that if it is found that Hamilton Construction has failed to comply with the provisions of the corrective action plan, formal sanction proceedings will be instituted immediately.

Larry Rulien
State Highway Engineer

cc Commission Services
W. E. Schwartz
C. O. Fredrickson
Thomas Jones, Jr.

KW:sc sl

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 650
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

October 22, 1986

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Attention: John Widmer

RE: Coquille River Bridge
FAP N. 3RF 50 (7)
Contract No. 10153

Dear John:

Enclosed is a Corrective Action Plan for the above job that addresses the three deficienciesin your Show Cause letter of October 1st, 1986.

We request your approval and the recession of your Show Cause Notice.

Please retain for file, the earlier submittal, in case there is any issue raised as to the timeliness of our response.

Very truly yours,
HAMILTON CONSTRUCTION CO.

Jack Hamilton
JACK HAMILTON
Vice President

JH:kp

CC: 940 A

Bill Ahern
Tom Deines
William T. Peckham

CE ___ CAE ___ RECEIVED SPC ___ TC ___
COE ___ OM ___
OE ___ CC ___
CA ___ OCT 23 1986 FL ___ CP ___
CAM ___ [illegible]
[illegible]

CORRECTIVE ACTION PLAN

Commitment No. 1 Make specific efforts to hire minorities and women in the Operators, Carpenters, Cement Masons, and Labor crafts.

On October 20, 1986, a letter was sent to each union representing the above crafts requesting additional effort on their part. (Copies attached)

Commitment No. 2 Make additional good faith efforts to achieve goals.

On October 14th, a meeting was held with the Superintendent, at our Springfield office, affirming our commitment to the Affirmative Action goals.

On October 20th, a memo was sent to the Superintendent, Operations Manager and Project Manager, outlining the steps to be followed for any employment openings for the remainder of the job. (Copies attached)

Commitment No. 3 Use referral sources other than unions, if necessary, to achieve goals and demonstrate good faith effort.

On October 20th a list of referral sources was sent to the Superintendent along with the steps to follow - See Commitment No. 2.

The results of the above three (3) commitments will be reported monthly along with the CC257 form starting with the month of October.

CONCILIATION AGREEMENT

Subsequent to show Cause Notice -

If, at any time in the future, Oregon State Highway Division (OSHD) believes that **Hamilton Construction Co.** has violated any portion of this agreement, **Hamilton Construction Co.** shall be promptly notified of that fact in writing. This notification shall include a statement of the facts and circumstances relied upon in forming that belief. In addition, the notification shall provide **Hamilton Construction Co.** with 15 days to respond in writing except where Oregon State Highway Division alleges that such delay would result in irreparable injury. It is understood that enforcement proceedings for violation of this agreement may be initiated at any time after the 15 day period has elapsed (or sooner if irreparable injury is alleged) without issuance of a Show Cause Notice.

It is recognized that where Oregon State Highway Division believes that the contractor has breached the conciliation agreement, evidence regarding the entire scope of **Hamilton Construction's** alleged non-compliance which gave rise to the Show Cause Notice from which the conciliation agreement resulted, in addition to evidence regarding **Hamilton Construction's** alleged violation of the conciliation agreement, may be introduced at the enforcement proceeding.

It is further recognized that liability for violation of this agreement may subject **Hamilton Construction Co.** to sanctions as set forth under law.

Jack L. Hamilton
Contractor's signature

Oct 22, 19[illegible]
Date

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

October 20, 1986

Cement Masons, Local No. 6
P. O. Box 7733
Eugene, Oregon 97401

We have recently undergone an Affirmative Action Compliance review on our project at Coquille, Oregon for ODOT.

Shortcomings, in our minority and women utilization, have occurred and we are in non-compliance at this time.

Future employment possibilities are not great, but it is essential that we fill any opening with qualified minorities or women.

Our superintendent will be in touch with you should any opening occur.

Your cooperation will be appreciated.

Very truly yours,
HAMILTON CONSTRUCTION CO.

Jack I. Hamilton

JACK I HAMILTON
VICE PRESIDENT
EEO OFFICER

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

October 20, 1986

Laborers Local No. 85
570 Lawrence St. Suite 213
Eugene, Oregon 97401

Attention: Herb Herzberg

We have recently undergone an Affirmative Action Compliance review on our project at Coquille, Oregon for ODOT.

Shortcomings, in our minority and women utilization, have occurred and we are in non-compliance at this time.

Future employment possibilities are not great, but it is essential that we fill any opening with qualified minorities or women.

Our superintendent will be in touch with you should any opening occur.

Your cooperation will be appreciated.

Very truly yours,
HAMILTON CONSTRUCTION CO.

Jack I. Hamilton
JACK I. HAMILTON
VICE PRESIDENT
EEO OFFICER

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

October 20, 1986

Carpenters Local 1001
3427 Ash
North Bend, Oregon 97459

We have recently undergone an Affirmative Action Compliance review on our project at Coquille, Oregon for ODOT.

Shortcomings, in our minority and women utilization, have occurred and we are in non-compliance at this time.

Future employment possibilities are not great, but it is essential that we fill any opening with qualified minorities or women.

Our superintendent will be in touch with you should any opening occur.

Your cooperation will be appreciated.

Very truly yours,
HAMILTON CONSTRUCTION CO.

Jack I. Hamilton

JACK I. HAMILTON
VICE PRESIDENT
EEO OFFICER

MEMBER: ASSOCIATED GENERAL CONTRACTORS

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

October 20, 1986

Operating Engineers Local 701
1529 S. W. 12th Avenue
Portland, Oregon 97201

Attention: Chuck Walling

We have recently undergone an Affirmative Action Compliance review on our project at Coquille, Oregon for ODOT.

Shortcomings, in our minority and women utilization, have occurred and we are in non-compliance at this time.

Future employment possibilities are not great, but it is essential that we fill any opening with qualified minorities or women.

Our superintendent will be in touch with you should any opening occur.

Your cooperation will be appreciated.

Very truly yours,
HAMILTON CONSTRUCTION CO.

Jack I. Hamilton

JACK I. HAMILTON
VICE PRESIDENT
EEO OFFICER

MEMBER: ASSOCIATED GENERAL CONTRACTORS

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

October 20, 1986

TO: Bill Ahern - Superintendent

Dave Place - Operations Manager

Tom Deines - PM

RE: #940 Coquille River Bridge
Contract No. 10153
EEO Complance Review

We have been found to be in noncompliance on minority and women employment.

See attached letters to OSHD and to the unions.

It is **essential** that any employment openings be filled with minorities and women.

If the union can't fill, we will try at least 2 sources of the enclosed list, S. Brook & Assoc. and the State Employment Services, are probably the best bets for this job.

Bill - Please keep me, personally posted on all employment activity.

Tom - Please see that monthly progress reports are prepared and sent to ODOT.

This is a priority effort, we must get our "Good Faith efforts" back in track.

JACK HAMILTON

CC: 940 A w/attachments

MEMBER: ASSOCIATED GENERAL CONTRACTORS

10,153

STATE OF OREGON **INTEROFFICE MEMO**

Construction Section 378-6318

FILE: CON 5
10153

TO: Bob Aldrich
Region 3 Construction Engineer

DATE: October 8, 1986

FROM: Gerald Wimer Jerry
Construction Operations Engineer

SUBJECT: Canal Liner Claim
Coquille River Bridge
Contract No. 10153

The data you submitted on August 28 on the subject matter has been reviewed by O. B. Jackmond, Art Louie, and myself. It has also been discussed with W. E. Schwartz and C. O. Fredrickson.

It has been concluded that Specification 503.11 should be adhered to. This conclusion was reached based upon:

1. A formal inquiry as required by 102.05, was not received in advance of bidding.
2. The specified canal liner can be purchased. True, the minimum quantity that must be purchased is greater than needed for this project, making the unit cost upon which each of the bidders should have based their bid higher than if smaller quantities were available.

We note that a Price Agreement allowing the less costly alternative that was used on this project, has not cleared this office, nor apparently that of Project Manager Frank Morrison. By a copy of this letter, Contract Payments Manager, Bruce Walton, is instructed to deduct the indicated $2,618.70 price differential from the next monthly estimate. Please process the documenting Price Agreement in the near future.

GW:mk

cc: W. E. Schwartz
Bruce Walton

NOTED
V. E. SCHWART

10064m

RECEIVED
STATE HWY ENGR
OCT 9 '86
REFER TO
FOR
Info Invest R/D D/R Sign Act File

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CERTIFIED MAIL

In Reply Refer to
File No.:

October 1, 1986

CON 3

Jack Hamilton, Vice President
Hamilton Construction Company
P.O. Box 659
Springfield, OR 97477

RE: Coquille River Bridge
FAP No. BRF 50 (7)
Contract No. 10,153
Show Cause Notice

As a result of the review on the above project conducted on September 24, 1986 by the Oregon State Highway Division, it is our determination that you are not in compliance with your equal opportunity requirements and that good faith efforts have not been made to meet your equal opportunity requirements in the following areas:

1. Goals are not being achieved in the Operator, Carpenter, Cement Mason, and Laborer crafts for minorities and females.

2. Sufficient good faith efforts to achieve goals are not being taken.

3. Referral sources other than unions are not being used.

Your failure to take the contractually required affirmative action has contributed to the unacceptable level of minority and female employment in your operations, particularly in the semi-skilled and skilled categories of employees.

The Federal Highway Administration Title 23 CFR 140 regulations are applicable to your Federal and/or Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, For PR-1273, Clause II). Title 23 USC 140 provides that when equal opportunity deficiencies exist, it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance. The commitment must include the specific action which you propose to take to correct each deficiency and the date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction. In accordance with instructions issued by the Federal Highway Administration your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority and female representation at each level of each trade and a list of minority employees.

You are specifically advised that making the commitment discussed above will not preclude a further determination of noncompliance upon a finding that the commitment is not sufficient to achieve compliance.

We will hold a compliance conference at your Springfield office at 2:00 p.m. on October 15, 1986, for you to submit and discuss your written commitment. If your written commitment is acceptable and if the commitment is sufficient to achieve compliance, you will be found in compliance during the effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration and the Department of Transportation and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If you indicate either directly or by inaction that you do not wish to participate in the scheduled conference and do not otherwise show cause within thirty (30) days from receipt of this notice why enforcement proceedings should not be instituted, this agency will commence enforcement proceedings under Title 23, USC 140.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal opportunity contract requirements has taken place, any Federal and/or Federal-aid highway construction contracts or subcontracts which you hold may be canceled, terminated, or suspended, and you may be debarred from further such contracts or subcontracts. Such other sanctions as are authorized by the Department of Transportation may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to: Thomas Jones, Jr., Department of Transportation, Highway Division, Transportation Building, Salem, OR 97310, (503) 378-6314.

for
Larry Rulien
State Highway Engineer

LR:JLW:sc

Enclosure - Conciliation Agreement 10012s

bc Comm. Services
C.O. [illegible]
Widman

CONCILIATION AGREEMENT

Subsequent to Show Cause Notice -

If, at any time in the future, Oregon State Highway Division (OSHD) believes that ______________________________ has violated any portion of this agreement, ______________________ shall be promptly notified of that fact in writing. This notification shall include a statement of the facts and circumstances relied upon in forming that belief. In addition, the notification shall provide ________________ __________________ with 15 days to respond in writing except where Oregon State Highway Division alleges that such delay would result in irreparable injury. It is understood that enforcement proceedings for violation of this agreement may be initiated at any time after the 15 day period has elapsed (or sooner if irreparable injury is alleged) without issuance of a Show Cause Notice.

It is recognized that where Oregon State Highway Division believes that the contractor has breached the conciliation agreement, evidence regarding the entire scope of ____________________________ alleged non-compliance which gave rise to the Show Cause Notice from which the conciliation agreement resulted, in addition to evidence regarding ________ ________________________ alleged violation of the conciliation agreement, may be introduced at the enforcement proceeding.

It is further recognized that liability for violation of this agreement may subject __________________________________ to sanctions as set forth under law.

____

Contractor's signature

____

Date

jc

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINIS[illegible]TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-50(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80167

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FOR

Inf	Inves	R/D	D/R	Sign	Adj	File

7. DATE AUTHORIZATION EFFECTIVE September 24, 1986

8. FEDERAL ROUTE NUMBER Primary 50

9. STATE ROUTE NUMBER Secondary 244

10. GENERAL LOCATION:
Coquille River Bridge (Coquille) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/22/86 we approve the revised Preliminary Engineering costs to a TEC of $438,595; Federal Funds $376,314.

(Increase TEC $33,624; Federal Funds $28,849)

14. DATE 9/30/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 22, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 80167
Project No. F-50(2)
Coquille River Bridge (Coquille) Section
Coos County

I request approval of a program change to adjust the estimated preliminary engineering costs for the subject project have exceeded the survey authorization.

Activity 901 (Project Engineering Other Offices) has been added to accommodate the contract with OBEC Consulting Engineers through Supplement No. 2. The following activities have required additional funding to investigate design modifications affecting bridge length and road approaches necessary to produce a more cost effective design: 903 (Bridge Design), 905 (Final Design), and 934 (Geotechnical Investigation). Various other activities have either been increased or decreased slightly to reflect actual costs. This is the final request for the project.

The preliminary engineering costs are $438,595.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkb
Attachment
cc: Paul D. Singer
Region 3

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

August 21, 1986

In Reply Refer to
File No
CON 3

Hamilton Construction Company
P.O. Box 659
Springfield, OR 97477

Attn: Dave Weiland

RECEIVED
AT HWY ENGR
AUG 25 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Re: Coquille River Bridge
FAP No. BRF 50(7)
Contract No. 10,153
EEO/MBE Compliance Review

To confirm my August 21, 1986 telephone conversation with Dave Weiland, an Equal Employment Opportunity/Minority Business Enterprise compliance review of your organization will be held on September 24, 1986. This review will be held at 1:30 p.m. in our project manager's office in Coquille, OR. The Oregon State Highway Division will conduct the review and invite representatives from the Federal Highway Administration to attend.

Please have the following information available at the review:

1. Monthly consolidated Employment Utilization Reports (CC 257's) from the beginning of the project through August 1986.

2. List of all new hires by name, race, sex, date employed, date terminated, and craft.

3. List of trainees and/or apprentices in contract required training positions by name, race, sex, date employed, date terminated, craft and hours of training for each employee, if applicable.

4. List of subcontractors and material suppliers showing dollar amount of agreements and DBE/WBE status, as appropriate.

NOTED
LARRY RULIEN

734-2023 (2-85)

5. Copies of written notices and documented efforts to employ minorities and women from referral sources to meet contract workforce goals.

After reviewing your records and your compliance with all phases of the EEO/MBE contract requirements, I will inspect the project and may interview employees.

If you have any questions, please feel free to contact me at 373-7213.

J. L. Widmer
EEO, MBE & Labor Compliance Officer

JLW:mk

bc: Dale E. Wilken
Larry Rulien ✓
Jim Gix
Frank Morrison
Thomas Jones, Jr.

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
JUL 28 '86
REFER TO Fredrickson
FOR Info Inves R/D D/R Sign Act File

cy 8/8

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Coos	DIVISION Oregon

IN COMPANY WITH
Frank Morrison, Terry Nichols; ODOT

DATE OF INSPECTION 7-16-86	INSPECTION MADE BY Wally Bryant, Area Engineer H. A. Schell, Division Bridge Engineer	PROJECT NO. BRF-50(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 27 %	WORK COMPLETED 46 %

NOTED
W. E. SCHWARTZ

COQUILLE RIVER BRIDGE
(COQUILLE - BANDON HWY)

This project was inspected to review the approach fill construction and settlement and compare the field results with estimated values. Also, we reviewed the substructure construction and control.

1) **Grading items** 61% complete

The detour is installed and in operation. The structure approach fill has been placed and surcharged. The north approach surcharge has been removed.

Bridge items 10% complete

Pier 6 - The column is poured up to the hammerhead.
Pier 7 - The piles are driven and the cofferdram unwatered.
Pier 8 - The piles are driven.
North Abutment - The piles are driven and the abutment formed.

2) **Work in Progress**

North Approach (north of R/R) - The contractor is hauling, placing and spreading fill material.

South Approach - A truck and backhoe are placing rock slope protection.

Bridge - Pier 6 - Two men and a crane are forming the hammerhead section of the pier.

Pier 7 - Two men are beginning the seal leveling in preparation for constructing the footing.

2. **Comments**

Detour - The contractor has installed and paved the detour close to the south approach. He is holding a near vertical section with a temporary fabric wall instalation. When the detour is removed

Form FHWA-1446A
(Rev. 2-84)

the remaining sliver of fill will be placed. It is expected that the embankment for the L-Line will be completed in July with the above exception.

Piles were driven with a Delmag D 16/32 single action diesel hammer which has a rated energy of 39,335 ft-lbs.

Pile results were:

Location	Planned Tip Elevation	Actual Tip Elevation	Specified Bearing	Indicated Bg
Pier 6	-97	-96	90 tons	94 tons
Pier 6	-98	-95	75 tons	79 tons
Pier 8	-98	-100	75 tons	79 tons
Abutment	-98	-95	75 tons	79 tons

"Canal lining" was required for the piles to control downdrag. The contrtactor claims he was unable to acquire a reasonable amount of this matrial and substituted culvert lining asphalt material instead. Some previous test results on a Portland dock project indicate this material is about 1/3 as effective as the "canal lining". This still will proabably be adequate because of the foundation material encountered. The State is considering a monetary adjustment ($2,600 credit).

Settlement

North Aubtment - with about 16' of fill maintained for about 3 months settled was 1.32'. The predicted settlement was 1.60'. This reduction might be attributed to the blow sand used for fill (94.9#/cu ft)as compared to the planned material (97.8#/cu ft). All compaction was at 100% of Proctor density.

South Abutment - The surcharge settlement to date was 2.16' as compared to the predicted settlemtn of 2.50. The wick drains under the south approach fill were effective in dissipating the pore pressure. The fill was place at about 20,000 cy/day.

#######

10.15.3

STATE COPY

jc cc: C D (Rulien)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☒ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
JUN 24 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
IN COMPANY WITH Frank Morrison and Terry Nichols; OSHD			
DATE OF INSPECTION June 3 & 4, 1986	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. BRF-50(7)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 22 %	WORK COMPLETED 25 %

Cy 6/26

COQUILLE RIVER BRIDGE SECTION
COQUILLE - BANDON HIGHWAY
Grading, Paving & Structure

NOTED
W. E. SCHWARTZ

1. PURPOSE AND SCOPE OF INSPECTION

The purpose of this inspection was to determine the overall adequacy, extent, and effectiveness of the procedures being followed by both the contractor and project personnel in obtaining relative compliance with the quality control requirements of the contract relative to the construction of the approach embankment including installation of wick drains, inclinometers and piezometers. The field inspection also included an overall review and evaluation of the traffic control measures being employed on the project.

2. FINDINGS

A) Wick Drains The wick drains were installed using a constant rate of advance. An approved anchor plate was used to anchor the drains. The use of Nilex Mebra (Type 7407) wick drains were approved by the State on 1-21-86. Manufacturer certifications are being provided for all material used on the project.

Prior to installation the contractor submitted details of the sequence and method of installation which was approved by the Bridge Foundation Unit. The information submitted contained all the data required by the specifications. A field review of the completed work indicated that the drains were installed in reasonably close conformance with the plans and specifications. At least 6 inches of the drain were left protruding above the sand blanket as required by the specifications. Project personnel indicated that no problems were encountered in the installation of the wick drains and that preaugering was not necessary. As required by the specifications the vertical wide drains were installed after completion of the three foot thick sand drainage blanket and prior to embankment construction.

B) Inclinometers and Piezometers: The contractor retained the geotechnical firm, Shannon and Wilson Inc., Portland, Oregon to furnish materials, install the instruments and to take initial measurements and readings for all piezometer and inclinometer installations as required by the contract specifications. This firm along with a list of specific items to be installed, including the manufacturer's name and parts number and the method of installation were approved by the Geotechnical Unit in Salem on 3-11-86.

Terra Technology, Model No. C-3, inclinometers with an aluminum casing and orthagonal guide track were approved for use and satisfactorily installed. Sinco Model 51465 piezometers were approved and installed using the drilled installation method and their tips were backfilled with free-draining pea gravel and capped by a bentonite seal as specified. All inclinometers and piezometers were installed prior to placement of three foot thick sand drainage blanket as required. The pore pressure measurements obtained from the piezometers were found to be reasonable for the site conditions and the contractor was allowed to proceed with embankment, counter balance and surcharge placement.

C) Embankment Construction: Following the clearing and grubbing work and the installation of the inclinometers and piezometers the three foot thick sand drainage blanket was placed as specified using a coarse sand material. The vertical wick drains were then installed to the depth required.

The bridge approach embankment, counter balance and surcharge at the north end of the bridge was constructed using coarse sand material from the same source as used for the drainage blanket. The approach embankment, counter balance/and surcharge for the south approach consists of a mixture of clay type material and small sandstone rocks. This material is being imported from a contractor obtained source located adjacent to Highway 42 at M.P. 8.7 (approximately 3 miles north of Coquille).

The embankment material is being placed in horizontal layers approximately 8-inch thick with each layer being thoroughly compacted using both hauling equipment and a vibratory steel wheel roller. The relative maximum density and optimum moisture of the material being placed have been determined by OSHD test procedures TM-104. No problems have been encountered to date in exceeding the 95 percent relative compaction specified.

D) Signing and Traffic Control: The methods, procedures and equipment being used to control traffic past the work area were reviewed and found to be in reasonable conformance with the plans, specifications and the MUTCD. Flagpersons were properly equipped with an orange vest and hard hat as required and appeared to be well trained in proper flagging procedures.

On the morning of 6-3-86 a truck and trailer load of rebar being delivered to the project met one of the contractor's haul trucks on the south end of the structure. Both trucks stopped and then tried to slowly pass. (The bridge is posted for one-way traffic for trucks.) The truck loaded with rebar got one of his trailer wheels on the old wood cantilever sidewalk which failed. As a result, the truck and trailer rolled off the bridge deck and ended bottom side up. The driver sustained some minor injuries and was taken to the hospital. At the time of the inspection State maintenance personnel were in the process of repairing the damage. One way traffic was being handled in a safe and satisfactory manner with flaggers.

ROBERT THUEMMEL
LAWYER

1300 AMERICAN BANK BUILDING
621 S. W. MORRISON STREET
PORTLAND, OREGON 97205
(503) 223-6386

March 24, 1986

NOTED
JACK L SOLLIS

Director
Department of General Services
1225 Ferry St., SE
Salem, OR 97310

RE: Notice of Claim of Construction lien-

Gentlemen:

You are notified, pursuant to ORS Chapter 30 and 87.039, that my client R. McClanathan and Associates, Inc., has filed a construction lien on property owned by the state. A true copy of the lien is enclosed. It was filed on or about March 24, 1986.

Thank you for your attention to this matter.

Very truly yours,

ROBERT G. THUEMMEL

RGT:tar
encl.
cc: client
Mr. Neil Flanagan
Right of Way supervisor

RECEIVED
MAR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 28 1986
LEGAL

RECEIVED
MAR 26 1986
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
Real Property Division
MAR 25 1986
Dept. of General Services

RECEIVED
RISK MANAGEMENT DIVISION
MAR 25 1986
DEPT. OF GENERAL SERVICES

FORM No. 1117—CONSTRUCTION LIEN—Architect, Registered Engineer, Landscape Architect, Registered Surveyor. STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

KNOW ALL MEN BY THESE PRESENTS, The undersigned, hereinafter called the claimant, is a/an REGISTERED ENGINEER

Architect, Registered Engineer, Landscape Architect, Registered Surveyor

(A) Who prepared plans, drawings, specifications or surveys used in and for the construction of an improvement upon the site or land hereinafter described.

(B) Who supervised the construction of an improvement upon the site or land hereinafter described.

(The statute creating this lien is ORS 87.010 which grants a lien both for surveys and/or the preparation of plans, etc., and the supervision of construction or either. If claimant did not prepare plans, drawings, specifications or surveys, delete by lining out all of statement A above; if claimant did no supervising, delete by lining out all of statement B above.)

The said improvement was constructed upon the following described site or land situated in COOS *County, Oregon:*

SEE ATTACHED EXHIBIT A AND B.

The address of said improvement, (if unknown so state) is SOUTHWEST OF COQUILLE RIVER BRIDGE ON THE COQUILLE-BANDON STATE HIGHWAY 42*, in said county and state.*

The name of the owner or reputed owner of said land is STATE OF OREGON*; the name of the owner or reputed owner of the said improvement is* GOLDEN BEAR COMMUNICATIONS, INC.*; the person or persons just named at all times herein mentioned, had knowledge of said construction. Said plans, drawings or specifications were actually used in the construction of said improvement.*

The name of the person who employed claimant to make said surveys and/or prepare said plans, drawings or specifications and/or to do said supervising is LINDA L. SIDERIUS, TRUSTEE

Claimant began the work hereinabove described on JANUARY 11*, 19*86*, and completed same on* JANUARY 29*, 19*86*. The construction of said improvement was completed on* JANUARY 29*, 19*86.

The following is a true statement of claimant's demand after deducting all just credits and offsets:

Surveying	$
Preparing plans, drawings and specifications used for said construction	$ 500.00
Supervising said construction	$ 3,514.70
	$
Preparation of this claim of lien (ORS 87.910)	$ 10.00
Recording fees	$ 17.00
Total	$ 4,041.70
Less all just credits and offsets	$ 500.00
Balance due claimant	$ 3,541.70

Claimant claims a lien for the amount last stated upon the said improvement, together with such space about the same as may be required for its convenient use and occupation, to be determined by the court at the time of the foreclosure of this lien.

The time in which claimant has to file this claim of lien for recording with the recording officer of the county in which said improvement is situated has not expired; 60 days have not elapsed since said construction was completed.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter and the singular includes the plural, as the circumstances may require.

Dated MARCH 18*, 19*86.

McCLANATHAN AND ASSOCIATES, INC.

Claimant

STATE OF OREGON, County of MULTNOMAH ss.

I, ROBERT A. McCLANATHAN, being first duly sworn, depose and say: that I am the PRESIDENT OF McCLANATHAN AND ASSOCIATES, INC., claimant named in the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct as I verily believe.

R.A. McClanathan

Subscribed and sworn to before me this 18th day of March, 1986.

Barbara McClanathan

(SEAL) Notary Public for Oregon. My commission expires Feb 1, 1987

NOTICE TO THE OWNER of the improvement described in the attached copy of claim of lien:

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of COOS County, Oregon, on MARCH, 1986.

McCLANATHAN AND ASSOCIATES, INC.
Claimant
By R.A. McClanathan

Note: ORS 87.039 provides:
"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

CLAIM OF
CONSTRUCTION LIEN
ARCHITECT, ENGINEER, SURVEYOR, LANDSCAPE ARCHITECT
(Form No. 1117)

McCLANATHAN AND ASSOCIATES, INC.
Lien Claimant
vs.
STATE OF OREGON
GOLDEN BEAR COMMUNICATIONS, INC.
Owner

AFTER RECORDING RETURN TO

SPACE RESERVED
FOR
RECORDER'S USE

STATE OF OREGON,
County of } ss.

I certify that the within instrument was filed in my office on the day of , 19 , in book on page and recorded in book on page or as file/reel No. , of the Construction Lien Book of said County.

Witness my hand and seal of County affixed.

Recording Officer
By
Deputy

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

STATE OF OREGON, County of MULTNOMAH *ss.*

I, ROBERT A. McCLANATHAN *, being first duly sworn, depose and say: that I am the* PRESIDENT OF McCLANATHAN AND ASSOCIATES, INC., *claimant named in the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct as I verily believe.*

R. A. McClanathan

Subscribed and sworn to before me this 18th *day of* March *, 19*86.

Barbara McClanathan

(SEAL)

Notary Public for Oregon. My commission expires Feb 7, 1987

NOTICE TO THE OWNER of the improvement described in the attached copy of claim of lien:

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of COOS *County, Oregon, on* MARCH *, 19*86.

McCLANATHAN AND ASSOCIATES, INC.
Claimant
By R. A. McClanathan

Note ORS 87.039 provides:
"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

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CONSTRUCTION LIEN
ARCHITECT, ENGINEER, SURVEYOR, LANDSCAPE ARCHITECT
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vs.
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Owner

AFTER RECORDING RETURN TO

SPACE RESERVED
FOR
RECORDER'S USE

STATE OF OREGON,
County of } ss.

I certify that the within instrument was filed in my office on the day of , 19 , in book on page and recorded in book on page or as file/reel No. , of the Construction Lien Book of said County.

Witness my hand and seal of County affixed.

Recording Officer
By
Deputy

FORM No. 1117—CONSTRUCTION LIEN—Architect, Registered Engineer, Landscape Architect, Registered Surveyor. STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

KNOW ALL MEN BY THESE PRESENTS, The undersigned, hereinafter called the claimant, is a/an REGISTERED ENGINEER
(Architect, Registered Engineer, Landscape Architect, Registered Surveyor)

(A) Who prepared plans, drawings, specifications or surveys used in and for the construction of an improvement upon the site or land hereinafter described.

(B) Who supervised the construction of an improvement upon the site or land hereinafter described.

(The statute creating this lien is ORS 87.010 which grants a lien both for surveys and/or the preparation of plans, etc., and the supervision of construction or either. If claimant did not prepare plans, drawings, specifications or surveys, delete by lining out all of statement A above; if claimant did no supervising, delete by lining out all of statement B above.)

The said improvement was constructed upon the following described site or land situated in COOS *County, Oregon:*

SEE ATTACHED EXHIBIT A AND B.

The address of said improvement, (if unknown so state) is SOUTHWEST OF COQUILLE RIVER BRIDGE ON THE COQUILLE-BANDON STATE HIGHWAY 42*, in said county and state.*

The name of the owner or reputed owner of said land is STATE OF OREGON*; the name of the owner or reputed owner of the said improvement is* GOLDEN BEAR COMMUNICATIONS, INC.*; the person or persons just named at all times herein mentioned, had knowledge of said construction. Said plans, drawings or specifications were actually used in the construction of said improvement.*

The name of the person who employed claimant to make said surveys and/or prepare said plans, drawings or specifications and/or to do said supervising is LINDA L. SIDERIUS, TRUSTEE

Claimant began the work hereinabove described on JANUARY 11*, 19*86*, and completed same on* JANUARY 29*, 19*86*. The construction of said improvement was completed on* JANUARY 29*, 19*86*.*

The following is a true statement of claimant's demand after deducting all just credits and offsets:

Surveying	$
Preparing plans, drawings and specifications used for said construction	$ 500.00
Supervising said construction	$ 3,514.70
	$
Preparation of this claim of lien (ORS 87.910)	$ 10.00
Recording fees	$ 17.00
Total	$ 4,041.70
Less all just credits and offsets	$ 500.00
Balance due claimant	$ 3,541.70

Claimant claims a lien for the amount last stated upon the said improvement, together with such space about the same as may be required for its convenient use and occupation, to be determined by the court at the time of the foreclosure of this lien.

The time in which claimant has to file this claim of lien for recording with the recording officer of the county in which said improvement is situated has not expired; 60 days have not elapsed since said construction was completed.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter and the singular includes the plural, as the circumstances may require.

Dated MARCH 18*, 19*86*.*

McCLANATHAN AND ASSOCIATES, INC.

Claimant

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

EXHIBIT A

A parcel of land lying in the NW¼SW¼ of Section 1, Township 28 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the Southerly line of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 132, Page 245 of Coos County Record of Deeds with a line parallel with and 150 feet Southeasterly of the center line of the relocated Coquille-Bandon Highway; thence Northeasterly along said parallel line to a point opposite and 150 feet Southeasterly of Engineer's Station 114+94.90; thence South 87° 11' 03" East 14 feet; thence Southwesterly in a straight line to a point on said Southerly line 38 feet Easterly of the point of beginning; thence Westerly along said Southerly line to the point of beginning.

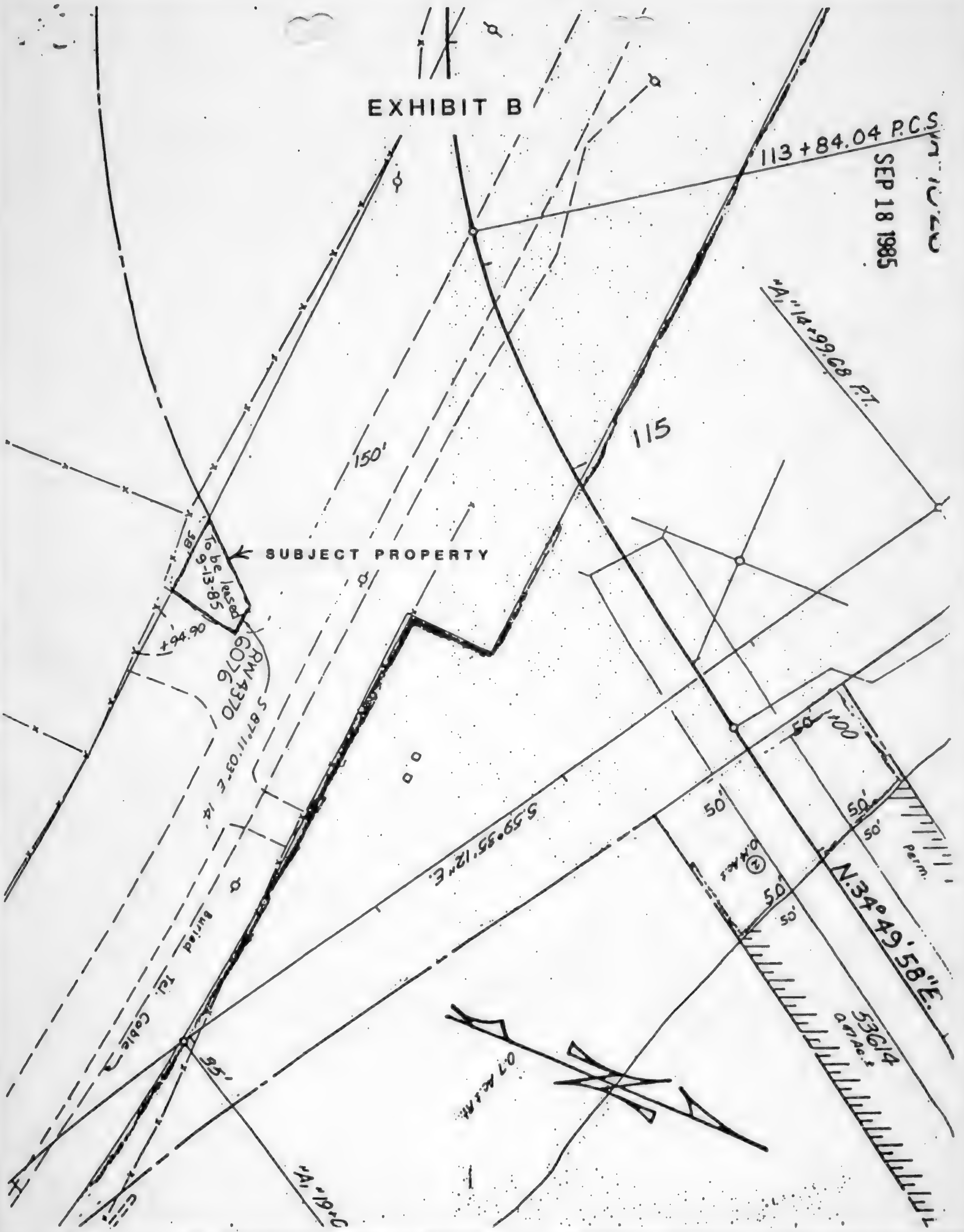
The center line of the relocated Coquille-Bandon Highway herein referred to is described as follows:

Beginning at Engineer's center line Station 104+34.40, said station being 2698.80 feet South and 552.12 feet West of the Northwest corner of Section 1, Township 28 South, Range 13 West, W.M.; thence on a spiral curve right (the long chord of which bears South 85° 11' 03" East 199.90 feet) 200 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 79° 40' 33" East 50.27 feet) 50.28 feet; thence on a spiral curve right (the long chord of which bears South 74° 10' 03" East 199.90 feet) 200 feet; thence South 72° 10' 03" East 12.70 feet; thence on a spiral curve left (the long chord of which bears South 78° 24' 43" East 248.81 feet) 250 feet; thence on a 381.97 foot radius curve left (the long chord of which bears North 71° 19' 57.5" East 232.90 feet) 236.66 feet; thence on a spiral curve left (the long chord of which bears North 41° 04' 38" East 248.81 feet) 250 feet; thence North 34° 49' 58" East 599.30 feet to Engineer's center line Station 122+33.34.

Grid Bearings - South Zone based on survey conducted by Office of the City Engineer, Coquille, Oregon, dated December 17, 1957.

The parcel of land to which this description applies contains 880 square feet, more or less.

EXHIBIT B


113 + 84.04 P.C.S.
SEP 18 1985
"A" 14+99.68 P.T.
115
150'
38'
To be leased 9-13-85
SUBJECT PROPERTY
+94.90
RW 4370
6076
S 87°11'03" E 14'
S 59°55'12" E
50'
100'
50'
50'
50'
50'
50'
perm.
N.34°49'58"E.
53614
Buried Tel. Cable
95'
0.7 Ac. ±
"A" 19+0

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On December 18, 1985, signed Supplemental Agreement No. 1 with Oregon State University for a study entitled "Evaluation of Asphaltic Properties and Their Relation to Pavement Performances". Cost of original fixed price changes from $39,153 to $44,903 and extends the time period from December 19, 1985, to June 30, 1986. (Original agreement approved by Transportation Commission on November 23, 1983.)

MISC. CONTRACTS and AGREEMENTS No. 8612

2) On December 24, 1985, signed Supplemental Agreement No. 1 with CH2M-Hill Northwest, Inc. for engineering services on the N.W. Front-N.W. Yeon Connection in Multnomah County. Compensation for extra work in amount of $42,726 and increases the total project cost to $230,726. (Original agreement approved by Transportation Commission on May 15, 1984.)

3) On December 24, 1985, signed Supplemental Agreement No. 3 with OBEC Consulting Engineers for preliminary engineering services on the Coquille River Bridge Section of the Coquille-Bandon Highway in Coos County. Compensation for extra work in the amount of $16,354 increases the total project cost to $147,509.30. (Original agreement approved by Oregon Transportation Commission on September 20, 1983.)

4) On January 16, 1986, approved a personal service contract with Rene Tihista to conduct four one hour "Stress Management" sessions on February 12, 1986, at a cost of $600.

5) On January 23, 1986, approved a personal service contract with Computer Support Services for training and consultation in computer software for Region 3 Right of Way Office. Time period: February 1, 1986, through December 31, 1986. Cost: $400.

6) On January 29, 1986, signed a personal service contract with Price Waterhouse for the roads finance study at a cost not to exceed $500,000. (Transportation Commission approved on December 17, 1985.)

7) On February 4, 1986, approved a personal service contract with C. W. Beilfuss & Associates, Inc., for a three-day workshop on "Road Design System" on February 5, 6, & 7, 1986, at a cost of $3,200 plus reimbursement for documented travel expenses.

8) On February 25, 1986, approved a dual left-turn lane westbound on The Dalles-California Highway at Revere Avenue in Bend.

9) On February 12, 1986, established speed zones on the McVay Highway No. 225 in Lane County from M.P. 0.00 to M.P. 2.19. Rescinds Speed Zone Order No. 473 dated October 9, 1964, and Order No. 866 dated November 4, 1981. (Speed Zone Order No. 930)

10) On February 19, 1986, authorized an emergency contract with Willamette Western Company to remove the slide at M.P. 41.6 on the Clackamas Highway estimated to cost $200,000. I determined the removal of the slide needed to be done immediately to protect the safety of the traveling public. Due to the emergency nature of the situation, time was not available to formally obtain bids. Slide occurred on February 5, 1986. (Authorized by E. S. Hunter for State Highway Engineer.)

11) On February 19, 1986, authorized an emergency contract with Mohler Sand and Gravel and Clair Hixson to remove the slide at M.P. Z47 between Wheeler and Rockaway on Highway 101, (which was blocking the entire highway) estimated to cost $30,000. I determined the removal of the slide needed to be done immediately to protect the safety of the traveling public. Due to the emergency nature of the situation, time was not available to formally obtain bids. Slide occurred on February 16, 1986. (Authorized by E. S. Hunter for State Highway Engineer.)

12) On February 25, 1986, authorized an emergency contract with Roseburg Paving for operated equipment at an estimated cost of $20,000 to repair the North Umpqua Highway at M.P. 52.5, which was washed out due to the eroding effect of the river. I determined the removal of the slide needed to be done immediately to protect the safety of the traveling public. Due to the emergency nature of the situation, time was not available to formally obtain bids. (Wash out of highway occurred on February 23, 1986.)

13) On February 26, 1986, authorized an emergency contract with Young and Morgan Trucking, Inc., for replacement of the North Santiam Highway at M.P. 52.3 at an estimated cost of $200,000. I determined the removal of the slide needed to be done immediately to protect the safety of the traveling public. Due to the emergency nature of the situation, time was not available to formally obtain bids. A segment of the highway slid into the river on February 25, 1986. (Authorized by E. S. Hunter for State Highway Engineer.)

14) On March 6, 1986, approved a supplemental agreement with CH2M-Hill Northwest, Inc., for extending work elements and increasing the project cost by $6,725.78 on the Sunset Highway/Cornell Road Interchange Project.

Dated this 11 day of March, 1986

Larry Rulien, State Highway Engineer

3-7-86

cc: L. W. Rulien

US Department of Transportation
Federal Highway Administration

STATE COPY INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
MAR 18 '86
REFER TO
Fredrickson
FOR
Info Inter R/D D/R Sign Ad File

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon
IN COMPANY WITH Frank Morrison, Project Manager, OSHD			
DATE OF INSPECTION 2-13-86	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. BRF-50(7)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 5 %	WORK COMPLETED 7 %

3/8

COQUILLE RIVER BRIDGE
COQUILLE-BANDON HIGHWAY
Grading, Paving, and Structure

NOTED
W. E. SCHWARTZ

This project provides for the construction of a 36' by 635' structure over the Coquille River along with the construction of roadbed, surcharge, counter balance, rock slope protection, aggregate base, and asphalt concrete pavement. The work also includes the installation of pipe, guardrail and delineators along with the construction of concrete inlets, walks, and curbs.

A contract in the amount of $2,772,178.39 was awarded Hamilton Construction Company, Springfield, Oregon on 11-19-85. Contract work began on 1-11-86.

To date the work completed is limited to clearing (approx. 99% complete), grading (approx. 11% complete), and fencing (approx. 75% complete). At the time of this inspection the sand drainage blanket on the north end of the bridge was complete and the required piezometers and inclinometers were installed. The contractor was hauling and placing pit-run material in an existing drainage ditch under the "A" line. The contractor is expected to begin embankment work and wick drain installations the first part of March, weather permitting.

To date the following changes and/or State Force work has been approved or is being processed:

PA #1, No cost - Change sand specifications.
PA #2, L.S. $750 - Covering moving of two radio station buildings.
PA #3, $1600 - Covering "on-the-job training."
PA #4, $9,450 - Covering hauling and placement of pit-run rock in "A line drainage ditch.

SFO #1, $6,000 - Covering temporary and permanent pavement striping.
SFO #2, $4,000 - Covering R/W monuments.
SFO #3, $13,000 - Covering EEO surveillance.
SFO #4, $6,900 - Covering waterline relocation @ City Park.
SFO #5, $28,000 - Covering railroad protection costs.

(continued)

Project records indicate that all materials incorporated into the work have been tested or field inspected and found to be reasonably close conformance with the approved plans and specifications.

Traffic control measures were reviewed and found to be adequate for the work underway and reasonably close conformance with the approved traffic control plans and the MUTCD.

#############

December 16, 1985

CON 5 - 10,153

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,153 for work on the Coquille River Bridge (Coquille) Section of the Coquille-Bandon Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Hansen & Rowland
P. O. Box 1633
1019 Pacific Ave.
Tacoma, WA 98401

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
F. D. Morrison

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P. O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

November 11, 1985

Office of Commission Service
Room 121
State Transportation Building
Salem, Oregon 97310

RE: Coquille River Bridge
(Coquille) Sec.

In compliance with Paragraph 5 of the Supplemental Required Provisions for the above job, we offer the following documentation of our utilization of MBE & WBE firms.

MBE - Cabrera Construction Co.
865 Conger Street #14
Eugene, Oregon 97402

Item 2	Mobilization (Partial)	$1000.00
Item 3	Temporary Protection & Traffic Dividers	200.00
Item 4	Temporary Signs	5,130.00
Item 7	Temporary Plastic Safety Markers	840.00
Item 75	Reinforced Cone Bridge End Panels	8,150.00
Item 76	Structural Steel	53,380.00
Item 77	5 Inch Steel Grid Deck	32,500.00
Item 82	Removal of Existing Signs	1,200.00
Item 83	Wood Sign Posts	725.00
Item 85	Type "C & D" Signs	1,326.00
Item 86	Type "EE" Signs	558.00
Item 87	Type "U" & "V" Signs	1,012.00
Item 88	Move & Reinstall	1,300.00
Item 89	Bi-Directional Yellow Markers	256.00

Costa Pacifica Inc.
P. O. Box 141
North Bend, Oregon 97459

Item 8	Flaggers	33,200.00
	Total Committed to MBE	$140,777.00

MBE GOAL = 5% x 2,772,178.39 = $138,608.92

WBE - Washington County Fence
11075 S. W. Errol Street
Tigard, Oregon 97223

Item 41	Type 2 Fence	$5,980.00
Item 42	CL 62 Chain Link Fence	576.00
		6556.00

c 6556.00 11/12/85 [illegible]

Imperial Fence Co.
P. O. Box 7305
Eugene, Oregon 97401

Item 50	Delineators, Type 2	$2,240.00
Item 51	Delineators, Type 3	840.00
Item 52	Delineators, Type 4	1120.00
Item 80	Three Tube Metal Rail	63,863.00

68063.00 ÷ 2 = 34,031$^{\underline{50}}$ 11/12/85 [illegible]

Anderson's Erosion Control
P. O. Box 205
Junction City, Oregon 97448

Item 56	Seed, Fertilize & Mulch	$5,100.00
Item 57	Furnish and Plant Trees	13,500.00
	Total Committed to WBE's	~~$87,995.00~~ 18,600

= 18,600 11/12/85 [illegible]

59,187$^{\underline{50}}$

WBE GOAL = 2% x $2,772,178.39 = $55,455.70

Our utilization of MBE & WBE firms exceeds the goals, we request approval of our documentation.

Jack Hamilton
JACK HAMILTON
EEO/MBE/WBE Liaison Officer

CC: DP
Job File

RECEIVED
NOV 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: December 6, 1985

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 7, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened November 7, 1985 on the following projects:

1. Project postponed.

2. Bridge Road-Old Oregon Trail
   McNary Highway
   Umatilla County
   Bridges and Grade Separation Structures

   Principal roadway and structure shoulders can adequately accommodate bicycles; however, special consideration or facilities for the bicyclist and pedestrian is not necessary due to sparsity of population and other available routes. See ORS Chapter 266, Section 2, subsection 2(c).

3. Pine Creek (Crow Lane) Bridge Section
   Crow Lane (County Road)
   Baker County
   Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

4. Powder River (W. Dredge Loop Rd.) Bridge Section
   West Dredge Loop Road
   Baker County
   Bridges and Grade Separation Structures

   Same as No. 3.

81-125-1387

5. Mt. Hood Hwy. @ 362nd Drive
   Mt. Hood Highway
   Clackamas County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

6. Coquille River Bridge
   Coquille-Bandon Highway
   Coos County
   Bridges and Grade Separation Structures

   Principal roadway and structure shoulders adequately accommodate bicyclists.

7. N.E. 84th Avenue-N.E. 88th Avenue
   East Portland Freeway
   Multnomah County
   Misc. Highway Appurtenances

   No new construction; adequate pedestrian and bicycle facilities already exist.

8. Scholls Hwy. @ Sorrento Road
   Scholls Highway
   Washington County
   Traffic Signals

   Sidewalk ramps and pedestrian signals will be provided for pedestrian and bicycle traffic.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

jc

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-F-50(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80167

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 5, 1985
8. FEDERAL ROUTE NUMBER Primary 50
9. STATE ROUTE NUMBER Secondary 241

10. GENERAL LOCATION:
Coquille River Bridge (Coquille) #00598-244-01708

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 11-27-85, this will confirm approval contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the water main facilities on an actual cost basis estimated to be $6,400; Federal Funds $5,520.

The Agreement with the City of Coquille is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STAT HWY ENGR
DEC 10 '85
REFER TO Potter
FOR

Orig to
12/10

14. DATE 12/6/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

15153

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE OREGON
12-4	**FEDERAL-AID PROJECT AGREEMENT** 11-27-85	COUNTY COOS PROJECT NO. BRF-50(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Coquille River Bridge (Coquille)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-28-85	0.605
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,194,031.00	$ 2,555,223.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

ByXX FOR: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 27 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 22, 1985

FEDERAL AID PROJECT NO. BRF-50(7)

COQUILLE RIVER BRIDGE (COQUILLE) SECTION
COQUILLE-BANDON HIGHWAY
COOS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE IOOO
ROADWAY (Sta. 104+34 to Sta. 113+40 and Sta. 119+75 to Sta. 136+30)

Furnish Field Laboratory	Each	1	2,200.00	$ 2,200.00
Mobilization	Lump Sum	50%	Lump Sum	138,990.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	6,000.00
Temporary Signs	Sq. Ft.	570	9.00	5,130.00
Temporary Barricades	Each	27	175.00	4,725.00
Temporary Guard Rail, Type 2A Reflectorized	Lin. Ft.	600	12.50	7,500.00
Temporary Plastic Safety Markers	Each	24	35.00	840.00
Flaggers	Hour	2,000	16.60	33,200.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	20,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,000.00
Toe Trench Excavation	Cu. Yd.	1,465	5.00	7,325.00
Surcharge Removal	Cu. Yd.	24,642	1.50	36,963.00
Embankment in Place	Cu. Yd.	90,501	3.74	338,473.74
Rock Slope Protection	Cu. Yd.	6,739	12.25	82,552.75
Sandy Drainage Blanket	Cu. Yd.	17,283	8.60	148,633.80
Inclinometers	Each	2	6,300.00	12,600.00
Pilzometers	Each	7	2,100.00	14,700.00
Trench Excavation	Cu. Yd.	130	10.00	1,300.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	5,000.00
Watering	M-Gal.	1,050	5.00	5,250.00
3/4"-0 Aggregate Base	Ton	2,700	9.00	24,300.00
Aggregate Base	Ton	19,000	9.00	171,000.00
Class "B" Asphalt Concrete Mixture	Ton	5,200	24.90	129,480.00
Asphalt Cement in Mixture	Ton	312	198.00	61,776.00
3/4"-0 Aggregate In Prime Coat	Ton	275	12.00	3,300.00
CRS-1 Asphalt in Prime Coat	Ton	30	220.00	6,600.00
12-inch Culvert Pipe	Lin. Ft.	160	12.35	1,976.00
18-inch Culvert Pipe	Lin. Ft.	176	14.00	2,464.00
24-inch Culvert Pipe	Lin. Ft.	162	17.30	2,802.60
48-inch Culvert Pipe	Lin. Ft.	102	44.00	4,488.00
12-inch Sewer Pipe	Lin. Ft.	60	25.00	1,500.00
Bedding Material	Cu. Yd.	10	25.00	250.00
Concrete Inlets, Type G-1	Each	3	550.00	1,650.00

Concrete Inlets, Type G-2MA	Each	1	600.00	600.00
Concrete Inlets, Type CG-2	Each	1	600.00	600.00
Guard Rail, Type 2A	Lin. Ft.	1,938	11.00	21,318.00
Guard Rail, Type 3	Lin. Ft.	138	26.00	3,588.00
Guard Rail Anchors, Type 1	Each	10	450.00	4,500.00
Rail End Pieces, Type B	Each	10	75.00	750.00
Rail End Pieces, Type C	Each	10	100.00	1,000.00
Type 2 Fence	Lin. Ft.	4,600	1.30	5,980.00
CL-6R Chain Link Fence	Lin. Ft.	48	12.00	576.00
Concrete Walks	Sq. Yd.	50	16.00	800.00
Concrete Driveways	Sq. Yd.	60	20.00	1,200.00
Concrete Curbs	Lin. Ft.	240	6.00	1,440.00
Extra for Asphalt Approaches	Each	28	170.00	4,760.00
Drainage Curbs	Lin. Ft.	32	6.00	192.00
Geotextile Fabric in Stabilization	Sq. Yd.	28,400	0.55	15,620.00
Wick Drains	Lin. Ft.	12,000	2.50	30,000.00
Delineators, Type 2	Each	64	22.00	1,408.00
Delineators, Type 3	Each	24	24.00	576.00
Delineators, Type 4	Each	32	15.00	480.00
Adjusting Manholes	Each	2	300.00	600.00
Adjusting Boxes	Each	3	150.00	450.00
Capping Inlets	Each	1	300.00	300.00
Seeding, Fertilizing and Mulching	Acre	6	850.00	5,100.00
Furnishing and Planting Trees	Each	180	75.00	13,500.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	1,200.00
Wood Sign Posts	Lump Sum	All	Lump Sum	725.00
Structure Mounts	Lump Sum	All	Lump Sum	500.00
Type "C" and "D" Signs in Place	Sq. Ft.	102	12.00	1,224.00
Type "EE" Signs in Place	Sq. Ft.	31	16.60	514.60
Type "U" and "V" Signs in Place	Sq. Ft.	44	22.50	990.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	300.00
Bi-Directional Yellow Type 1 Markers	Each	64	4.00	256.00
				$1,405,017.49

ANTICIPATED ITEMS

On-the-Job Trainees ($0.80 x 2,000 hrs.)	All Required	$ 1,600.00
Railroad Protective Costs	All Required	28,000.00
Permanent Pavement Striping	All Required	4,000.00
Temporary Pavement Striping	All Required	2,000.00
Temporary Erosion Control	All Required	5,000.00
Right of Way Monumentation	All Required	4,000.00

EEO/Labor Compliance Monitoring		(0.5%)	All Required	13,860.89
				$ 58,460.89
			SUBTOTAL	$1,463,478.38
			Engineering	182,934.62
			TOTAL	$1,646,413.00

TYPE CODE X081
STRUCTURE (598 D)(Sta. 113+40 to Sta. 119+75)

Mobilization	Lump Sum	50%	Lump Sum	$ 138,990.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	120,000.00
Structure Excavation	Cu. Yd.	675	20.00	13,500.00
Special Footing Backfill	Cu. Yd.	110	43.00	4,730.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	35,000.00
Furnish HP 12x53 Steel Piling	Lin. Ft.	11,509	12.00	138,108.00
Drive Steel Piles	Lin. Ft.	11,509	1.00	11,509.00
Bitumen Coating on Steel Piles	Lin. Ft.	1,044	7.00	7,308.00
Structural Concrete, Class 3300 (875 CY)	Lump Sum	All	Lump Sum	219,000.00
Structural Concrete, Class 4500 (607 CY)	Lump Sum	All	Lump Sum	130,000.00
Seal Concrete (128 CY)	Lump Sum	All	Lump Sum	15,000.00
Reinforcement (215,500 lbs.)	Lump Sum	All	Lump Sum	85,000.00
Coated Reinforcement (78,450 lbs.)	Lump Sum	All	Lump Sum	45,000.00
60'/65' Bulb Tee Prestressed Beams	Each	5	6,000.00	30,000.00
65'/70' Bulb Tee Prestressed Beams	Each	5	6,000.00	30,000.00
70'/75' Bulb Tee Prestressed Beams	Each	14	6,000.00	84,000.00
75'/80' Bulb Tee Prestressed Beams	Each	6	6,000.00	36,000.00
80'/85' Bulb Tee Prestressed Beams	Each	10	6,000.00	60,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	163	50.00	8,150.00
Structural Streel (33,230 lbs.)	Lump Sum	All	Lump Sum	52,000.00
5-inch Steel Grid Deck	Sq. Ft.	1,726	19.00	32,794.00
Bearing Devices, Pier 6	Each	8	300.00	2,400.00
Bearing Devices, Pier 7	Each	8	250.00	2,000.00
Three Tube Metal Railing	Lin. Ft.	1,306	44.90	58,639.40
Loose Riprap, Class 100	Ton	765	10.50	8,032.50
			SUBTOTAL	$1,367,160.90
			Engineering	170,895.10
			TOTAL	$1,538,056.00

Length of Roadway -----------------	0.485 mile
Length of Structure ---------------	0.120 mile
Total Length	0.605 mile

Cost of Roadway per Mile ----------	$3,394,665.98

RETAIN IN RESERVE

City of Coquille (Water)	All Required	$ 5,000.00
Pacific Power & Light	All Required	2,500.00
General Telephone	All Requied	1,000.00
	SUBTOTAL	$ 8,500.00
	Engineering	1,062.00
	TOTAL	$ 9,562.00

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$1,646,413.00	$1,317,130.00	$329,283.00
Structure	1,538,056.00	1,230,444.00	307,612.00
SUBTOTAL	$3,184,469.00	$2,547,574.00	$636,895.00
Reserve	9,562.00	7,649.00	1,913.00
TOTAL	$3,194,031.00	$2,555,223.00	$638,808.00

Group 010: 0%; Group 011: 99%; Group 081: 1%
Contract No. C10,153
Prefix: C106-1941 (P.E.)
Prefix: C10153

NONPARTICIPATING ITEM

State Responsibility for Damages	All Required	$ 3,000.00

Note: Utility and Railroad adjustments are included in Project No. F-50(2).

CPL:DDB:pf

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
DEC 3 '85
REFER TO
In Reply Refer to
File No. FOW

November 27, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Water Main Relocation
City of Coquille
Coquille River Bridge (Coquille) Section
Coquille-Bandon Highway
Coos County
Project No. BRF-50(7)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust the City of Coquille's water main facilities dated November 12, 1985 and a sketch showing their proposed relocation.

A certification prepared by John E. Christopherson as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of distribution facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of FHPM 6-6-3-1 is requested. Estimated cost to the State is $6,900.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
J. E. Christopherson

This notice of authorization must be conspicuously displayed at the site of work.

United States Army Corps of Engineers

27 November 19 85

A permit to place 78,500 cubic yards of riprap, rock, gravel, sand, silt & clay for highway & bridge approaches

at Coquille River, Mile 23.9 at City of Coquille, in Coos County

has been issued to Oregon State Highway Div. on 27 Nov 19 85

Address of Permittee Transportation Building, Salem, OR 97310

Permit Number

071- OYA-4-005774

for GARY R. LORD, Colonel
District Commander

ENG FORM 4336, Jul 81 (ER 1145-2-303) EDITION OF JUL 70 MAY BE USED (Proponent: DAEN-CWO)

12/3/85

Original Permit and Attachments to Construction Section

cc General Files w/att
Road Design "
Bridge Section "
Don Keyes "

Application No. 071-OYA-4-005774

Name of Applicant OREGON STATE HIGHWAY DIVISION

Effective Date 27 November 1985

Expiration Date *(If applicable)* 30 November 1988

DEPARTMENT OF THE ARMY PERMIT

Referring to written request dated 25 March 1985 **for a permit to:**

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 ***(33 U.S.C. 403)*****;**

(☒) Discharge dredged or fill material into waters of the United States upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Clean Water Act ***(33 U.S.C. 1344)*****;**

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 ***(86 Stat. 1052; P.L. 92-532)*****;**

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

is hereby authorized by the Secretary of the Army:
to place 78,500 cubic yards of riprap, rock, gravel, sand, silt and clay for highway and bridge approaches.

in Coquille River, Mile 23.9

at City of Coquille, in Coos County

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit ***(on drawings, give file number or other definite identification marks.)***

Three sheets marked 005774 (Coquille River - Approach Fill)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve, during their construction or operation, any discharge of pollutants into waters of the United States or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, pretreatment standards and management practices established pursuant to the Clean Water Act (*33 U.S.C. 1344*), the Marine Protection, Research and Sanctuaries Act of 1972 (*P.L. 92-532, 86 Stat. 1052*), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge during its construction or operation, or any pollutant (*including dredged or fill material*), into waters of the United States, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or endanger the critical habitat of such species.

e. That the permittee agrees to make every reasonable effort to prosecute the construction or operation of the work authorized herein in a manner so as to minimize any adverse impact on fish, wildlife, and natural environmental values.

f. That the permittee agrees that he will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

g. That the permittee shall allow the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

h. That the permittee shall maintain the structure or work authorized herein in good condition and in reasonable accordance with the plans and drawings attached hereto.

i. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations.

j. That this permit does not obviate the requirement to obtain state or local assent required by law for the activity authorized herein.

k. That this permit may be either modified, suspended or revoked in whole or in part pursuant to the policies and procedures of 33 CFR 325.7.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be materially false, materially incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not completed on or before ________ day of ________, 19 ________, (*three years from the date of issuance of this permit unless otherwise specified*) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

q. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition t hereof, he must restore the area to a condition satisfactory to the District Engineer.

r. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

s. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

t. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferree subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

u. That if the permittee during prosecution of the work authorized herein, encounters a previously unidentified archeological or other cultural resource within the area subject to Department of the Army jurisdiction that might be eligible for listing in the National Register of Historic Places, he shall immediately notify the district engineer.

II. Special Conditions: *(Here list conditions relating specifically to the proposed structure or work authorized by this permit)*:

a. All construction debris shall be disposed of on land in such a manner that it cannot enter the waterway.

b. Care shall be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

c. Only clean, durable riprap shall be used.

d. All areas along the bank, disturbed or newly created by the construction activity, shall be seeded, sodded, revegetated, or given some other equivalent type of protection against subsequent erosion.

e. Work in the waterway shall be done so as to minimize turbidity increases in the water that tend to degrade water quality and damage aquatic life.

f. When the District Engineer has been notified by a fishery agency that a filling activity is adversely affecting fish or wildlife resources or the harvest thereof, and when the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity, to the extent required to mitigate or eliminate the adverse effect.

g. The project shall be mitigated as indicated in the attached Oregon Highway Division's "Supplement To Wetland Findings/Mitigation Plan, Coquille River Bridge, August 1985."

The following Special Conditions will be applicable when appropriate:

STRUCTURES IN OR AFFECTING NAVIGABLE WATERS OF THE UNITED STATES:

a. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

b. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

c. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

d. That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

e. Structures for Small Boats: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

MAINTENANCE DREDGING:

a. That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for __________________ years from the date of issuance of this permit (*ten years unless otherwise indicated*);

b. That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

DISCHARGES OF DREDGED OR FILL MATERIAL INTO WATERS OF THE UNITED STATES:

a. That the discharge will be carried out in conformity with the goals and objectives of the EPA Guidelines established pursuant to Section 404(b) of the Clean Water Act and published in 40 CFR 230;

b. That the discharge will consist of suitable material free from toxic pollutants in toxic amounts.

c. That the fill created by the discharge will be properly maintained to prevent erosion and other non-point sources of pollution.

DISPOSAL OF DREDGED MATERIAL INTO OCEAN WATERS:

a. That the disposal will be carried out in conformity with the goals, objectives, and requirements of the EPA criteria established pursuant to Section 102 of the Marine Protection, Research and Sanctuaries Act of 1972, published in 40 CFR 220-228.

b. That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or disposal of the dredged material as authorized herein.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

x Donald E. Keyes — 11-25-85

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

27 November 1985

DATE

for GARY R. LORD, Colonel
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

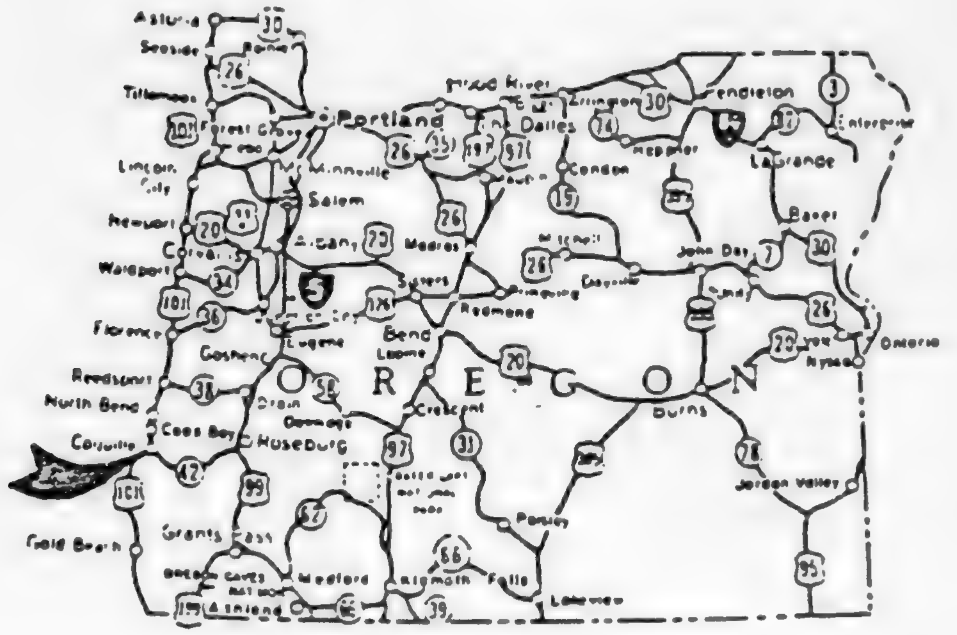
Transferee hereby agrees to comply with the terms and conditions of this permit.

__________________ — __________________

TRANSFEREE — DATE

U.S. GOVERNMENT PRINTI FICE : 1985 O - 474-110

005774 (Coquille River - Appr Fill)


Astoria
Seaside
Tillamook
Forest Grove
Portland
Hood River
The Dalles
Arlington
Pendleton
Enterprise
Lincoln City
McMinnville
Salem
Condon
Heppner
La Grande
Newport
Corvallis
Albany
Madras
Mitchell
John Day
Baker
Waldport
Sisters
Redmond
Prineville
Florence
Eugene
Bend
Ontario
Reedsport
North Bend
Coos Bay
Drain
Roseburg
Crescent
Burns
Coquille
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
O R E G O N
30
26
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126
36
38
42
99
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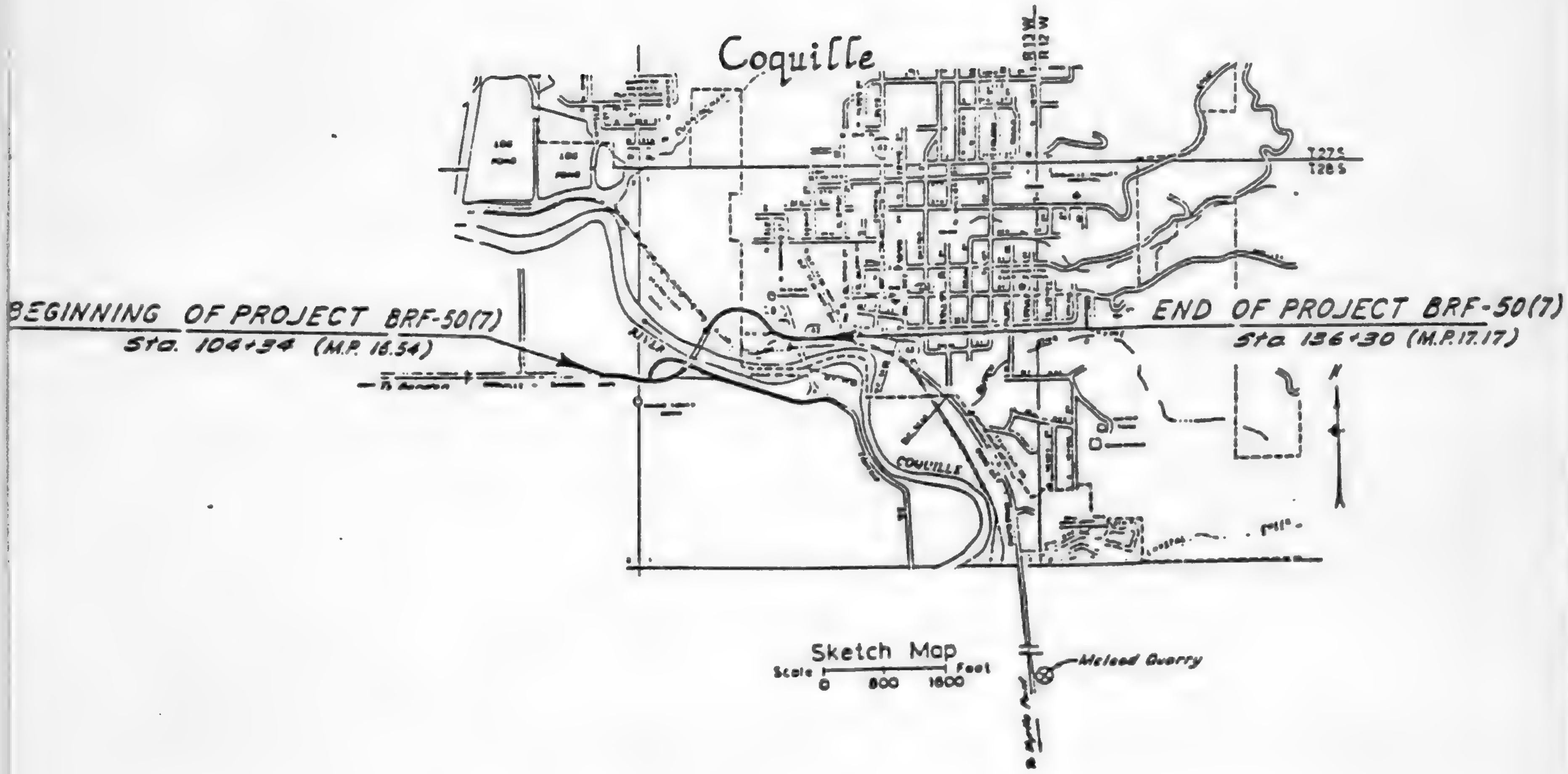
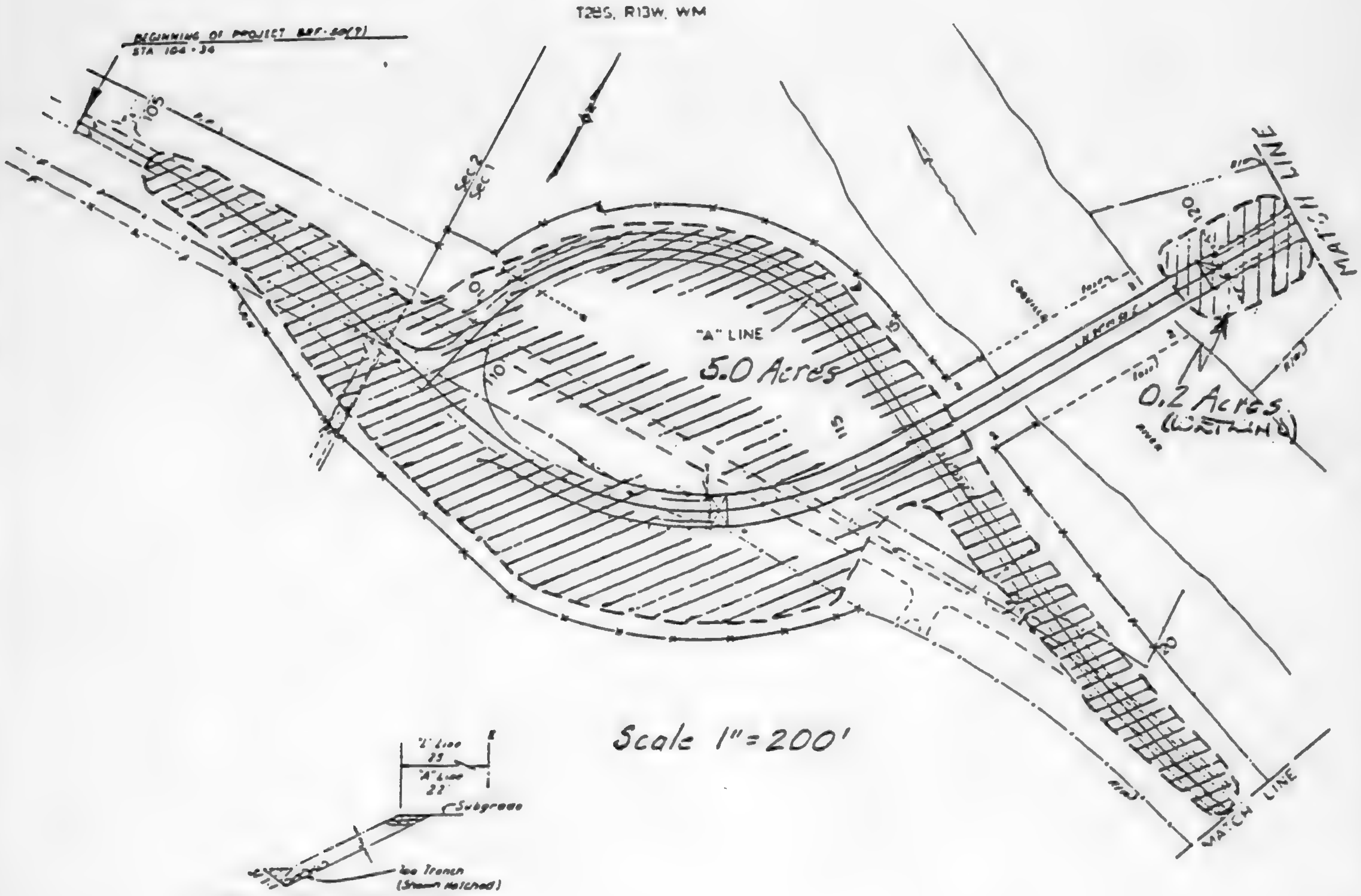
395
78
95
7
15
140
5


Coquille
R13W
R12W
T27S
T28S
BEGINNING OF PROJECT BRF-50(7)
Sta. 104+34 (M.P. 16.54)
END OF PROJECT BRF-50(7)
Sta 136+30 (M.P.17.17)
RIVER
COQUILLE
N
Sketch Map
Scale 0 800 1600 Feet
Mcleod Quarry

IN: Coquille River AT: River Mile 23.0
NEAR: Coquille COUNTY: Coos
APPLICANT: Oregon State Highway Division
DATE: March 1985 SHEET: 1 OF 3

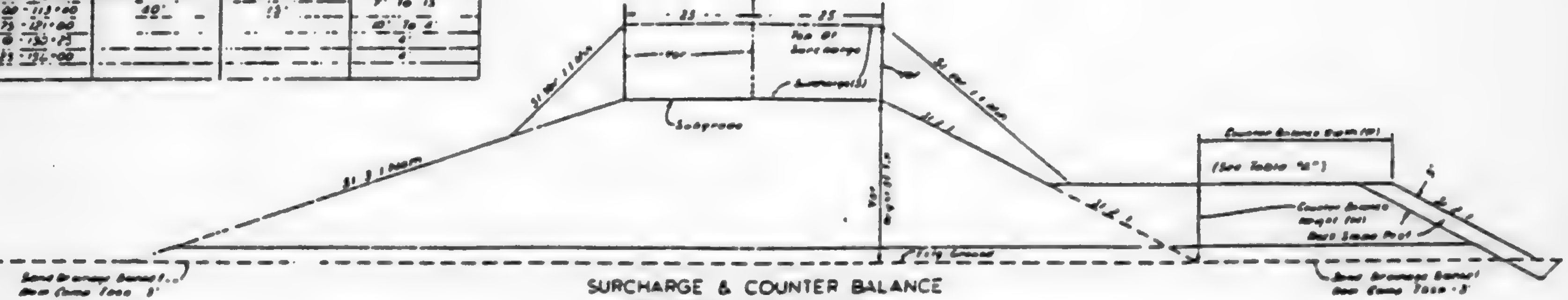
005774 (Coquille River - Ap[illegible]oach Fill)


T28S, R13W, WM
BEGINNING OF PROJECT [illegible]
STA 104+34
"A" LINE
5.0 Acres
0.2 Acres
(WETLAND)
MATCH LINE
MATCH LINE
Scale 1" = 200'
"L" Line
23
"A" Line
22
Subgrade
Toe Trench
(Shown Hatched)

ROCK SLOPE PROTECTION
STA "A" 9+10 To STA "A" 19+20 Lt
"A" 31+75 To "A" 34+50 Lt
"A" 30+00 To "A" 34+25 Rt
106+00 To 114+00 Rt
115+75 To 121+75 Lt & Rt

TABLE "A"

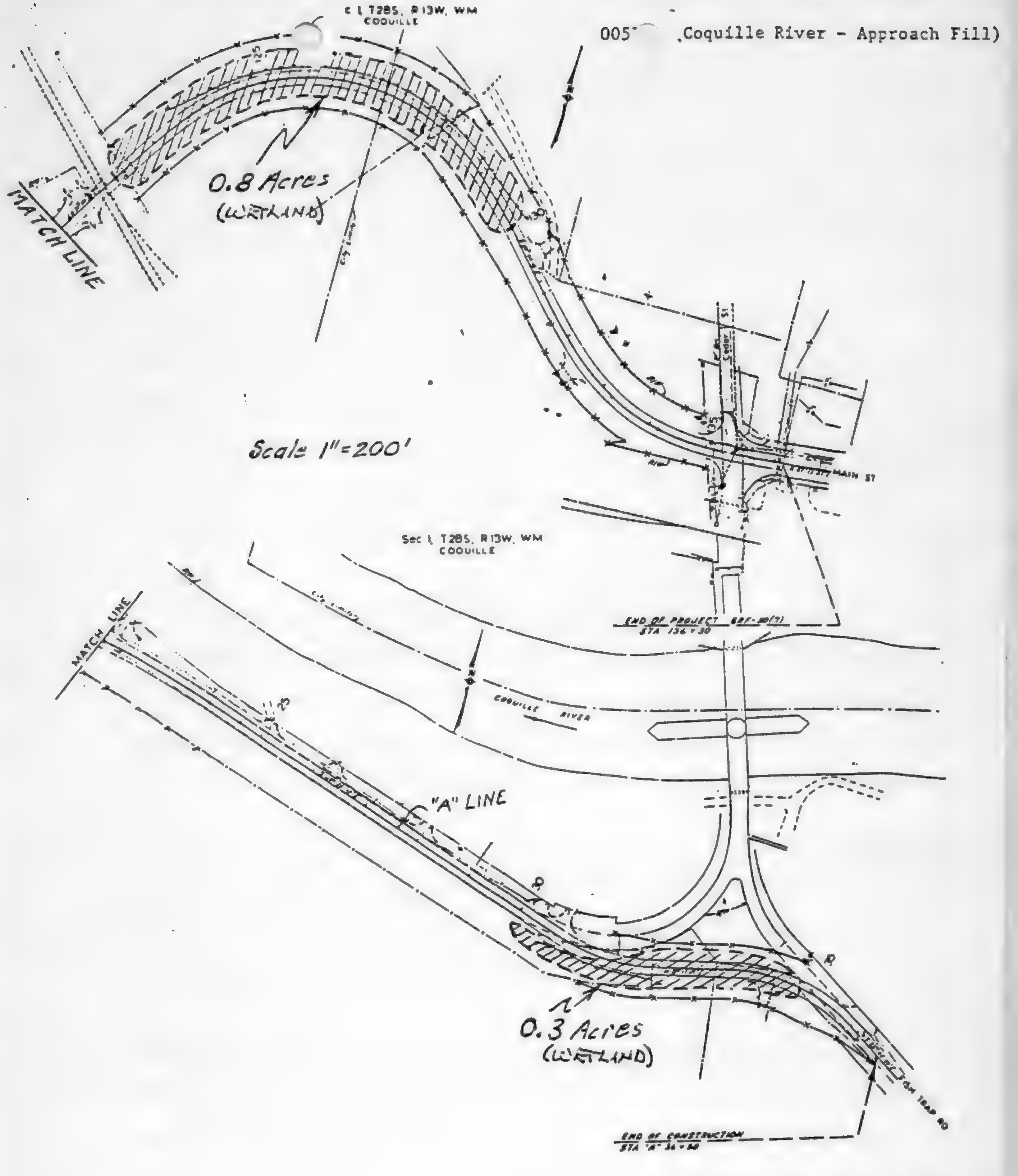
STA - STA	[illegible]	[illegible]	[illegible]
[illegible] - 112+00	[illegible] 8' - 40'	[illegible] 9' - 13'	9' To 13
112+00 - 113+00	40'	13'	
119+75 - 121+00			10' To 6'
122+10 - 132+75			6'
132+75 - 136+00			6'


25
25
Subgrade
Counter Balance
(See Table "A")

SURCHARGE & COUNTER BALANCE
STA 108+00 To STA 113+40
119+75 To 121+80
122+10 To 136+30

IN: Coquille River AT: River Mile 23.9
NEAR: Coquille COUNTY: Coos
APPLICANT: Oregon State Highway Division
DATE: March 1985 SHEET: 2 OF 3

005 .Coquille River - Approach Fill)



C L T28S, R13W, WM
COQUILLE
MATCH LINE
0.8 Acres
(WETLAND)
Scale 1"=200'
MAIN ST
135
Sec 1, T28S, R13W, WM
COQUILLE
END OF PROJECT
STA 136+30
MATCH LINE
COQUILLE RIVER
"A" LINE
R
R
0.3 Acres
(WETLAND)
TOM TRAP RD
END OF CONSTRUCTION
STA "A" 36+50

IN: Coquille River AT: River Mile 23.9
NEAR: Coquille COUNTY: Coos
APPLICANT: Oregon State Highway Division
DATE: March 1985 SHEET: 3 OF 3

SUPPLEMENT TO WETLANDS FINDING/MITIGATION PLAN
COQUILLE RIVER BRIDGE
August 1985

The purpose of this report is to outline plans for mitigation and include new data relating to design changes.

IMPACTS

The south approach to the proposed bridge has been changed to move access to the old highway farther from the bridge; however, the total area of wetlands affected is essentially unchanged, at 6.4 acres. Most of the wetlands to be filled (5.0 acres) are in diked pasture lands, which are meadows of limited biological diversity. Areas like these are now widespread in the Coquille valley, resulting from conversion of forest lands to agricultural uses. Because of this, the impact is not significant.

The other wetlands directly affected are forested swamps, most of them occurring on the highway fill slopes. These narrow belts of alder and willow developed through natural means since the present highway was built. A small area of swamp near undeveloped Sturdivant Park (0.3 acres) will also be impacted. The total area of forested swamp to be filled is 1.4 acres.

MITIGATION

The recent design modification calls for a longer bridge, thus reducing the amount of fill close to the river bank. In addition, fill slopes will be as steep as possible, to reduce wetlands impacts. Slopes are planned to be 2:1 or 3:1.

Several types of mitigation are planned. As a standard construction procedure, unneeded parts of the existing highway will be obliterated. This will permit natural revegetation on 0.3 acres of area now in pavement. Because of the high water table, alder, willow and ash will establish within a few years.

Enclosure 2

Most of the replacement wetlands will be established by natural processes on lower fill slopes. These will be similar to the present forested highway slopes, with a width of about 20 feet. The new forested swamps will total 3.3 acres. Although most of the lower slopes will develop shrub and tree cover naturally, project plans include 180 western red cedar trees to be planted near the south bridge approach.

Besides facilitating the creation of wetlands, ODOT will also improve wetlands which lie between the new fill slopes and the right-of-way lines. These meadow wetlands, generally 15 to 30 feet wide, will increase in habitat value by being fenced off. Both diversity and productivity are expected to improve. The total area of enhanced wetlands will be 2.8 acres, including the area between the access road and bridge approach.

The total mitigation area will consist of 6.4 acres, including 3.6 acres of replacement and 2.8 acres of improvement. All of this will be accomplished within the right-of-way limits of the project. The project will result in a net long-term gain in forested swamp of approximately 5 acres, while low-grade meadows will decline by the same amount. The result is biologically beneficial because it represents a shift toward the higher value wetlands originally found in this area. For this reason further mitigation is not proposed.

8/19/85
Approval Date

Robert B Hathaway
Federal Highway Administration Official

CCW 19-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

November 25, 1985

PRO

Amzy Mintonye
635 N. Cedar
Coquille, OR 97423

NOTED
W. E. SCHWARTZ

I appreciate your letter and certainly was impressed with the scope and depth of your knowledge on what has transpired in the transportation scene in Coos County over the past several years.

I see in a number of places in your letter that the title of "more prudent engineering" is something that you not only believe in but can practice as well.

I thought that you would be interested in the small brochure that I am enclosing that explains how we plan to update our Six-Year Highway Improvement Program. We will be around for public meetings in March and April of 1986 and would appreciate your input into our construction program at that time.

In the meantime, I will circulate a copy of your letter to the Location Engineers and other staff in our Department since you have presented a considerable amount of information on a number of projects and aspects of our highway system in Coos County.

Thank you for taking the time to write to us.

Larry Rulien
State Highway Engineer

bc w/Attach:
E. S. Hunter
✓W. E. Schwartz
D. O. Christensen
G. A. Potter
Jim Gix

GAP:pf sl

Form 734-3123

Page 2—THE WORLD, Coos Bay, Ore., Monday, November 4, 1985

E-W Highway, transportation input sought

The Oregon Ports Transportation study will be the topic of a public meeting tonight at Southwestern Oregon Community College's Eden Hall from 6 to 8 p.m.

Members of the Economic Development Department, Oregon Department of Transportation and transportation specialists from two consulting companies will give a short presentation on the East-West highway situation then ask questions of the audience on "perceived transportation needs" of the community.

The studies are being funded by the recently approved increase in gasoline taxes and the state is "seeking public input" to define how that money should be spent in the areas of road development and improvements.

Save for tomorrows report on this

Amzy Mintonye
635 N. Cedar
Coquille. OR. 97423

Oregon Highway Dept
Salem Oregon.

Nov. 5 '85

Dear M.E.D. Dept & associates —

"More Prudent Engineering"

Brevity wasn't taught at Knocks Kolege that I entered in June of 1914 and have never graduated so perhaps I have said enough?

However there isn't many roadways — Hiways — Paths and streams that I haven't traveled and had some part in constructing since I walked in to Coos Co in 1909 via what is now "42"

Doing maintenance of Auto Stages 12 yrs I saw the roads built and rebuilt then carved in to Hiways and many abortions on "42" that cost more than a Toll road for "trucks" can be built now over the Old Stage Route through Bruster Valley. It wouldn't follow the present road enough to interfer with trafic during Construction.

Had the survey made in 1940 or 41 from Coledo to Coquille been used it would have been 1¾ mi. shorter, now 7 mi. with only a few long curveys and not over 6% grade for only a short distance, It would have been 2 mi. be line from the depot in Coq., an overpas at the Hischool up Bud Creek and a wide deep Cut over Bud Mt. That would have passed threw Coquille which if bypassed now

21 will cost more than the entire distance from Cledo would have cost at that Time.

There is a Rhumor that the by pass if ever built will be 4 lane extended about 2 mi. to the present 4 lane at the Jorgensen place.

Just in case the Engineers asigned to converting that section; has never attended Knocke Kollege he will find he should have studied mining instead of hi-way building.

Being a Frugal Sole I would recomend ~~it recomend~~ letting the Demons in that big Rock Mt. sleep for there is no place to detore except via Bandon. There are some people who think a by Pass would be the ruination of Coquille. Those simple few have never had a business in Coq. an again I hope I wont be able to say 20 yrs from now that a 2 Lane by pass and forget the 4 lane extention would have saved Oregon tax many millions of dollars and saved perhaps a score of human lives.

With a good Exit and entrance at the ends of the by pass and the elimination of one way streets and devided as it is, Coquille will bloom as a residence City and retain its County seat Status.

3. Having been a Farm Tractor & Implement dealer 24 yrs along with other Dept., I am very aware of the value of good farm land and conservation so as some pictures and thoughts on the by pass that I sent your Dept. may still be on file as they were several yrs. ago when I was there.

In case they exist I will relate the part that could be done now to save a lot of time and cost now and for the future maintenance of that section; And at the same time improve the farms. The by pass built along side the soil road will only need balasting on one side.

By cutting along the Cunningham Creek down to low water level tapered back in some places 100 yds and up in line of 4th st, would furnish ample fill that could be moved with no need of flagmen or traffic officer. It would convert what is now brush and black berries into many acres of good pasture and safe access for stock to water.

For balanced a few years ago I cut a trench with the back-hoe the depth of heavy truck tires which I layed in then with out filling the center I placed big bolders in each one that collapsed the casing down for a permanent neat the fill has never moved as so many do where the rock is dumped on soil that overflows.

4) Please pardon me for dwelling on this but I'm a tax victim to some extent and after selling our business and becoming a widower 4 yrs ago, I decided for something to do, too help truckers, School buses + all tax payers Cope with the high cost of operating motor vehicles; Even the State of Oregon, It is too good to be true, but until some one proves I'm wrong I will continue, the problem is with all the "Maintenance mechanics" their stock comment is "Hell your trying to sell our job from under us"

I worked with prevention in mind all my life and in 1923 to work for the white truck Co + Don Lee Caddilac in San Francisco I had to join the union. I passed up some high selling jobs after that because I couldent tolerate it union and went in, business first in Coos Bay "then Marshfield" ~~and~~ with the help worked on a profit sharing plan.

A Ford Car + truck agency 6 yrs, built the Garage at 3rd + Central Coq" Sold to Dr Farming and was sold on taking Coos – Curry – Douglas an agency which we finaly sold after 24 yrs.

Built 1950 That was the Arco Combine at the west City limits

The only time we lost money was when we had a salesman; It was 3 yrs before we sold out and he wanted to buy + had an angle to back him if the business proved he could make it so I made him a deal to work a year, I lost a years sales for he wasn't welcome a second time and the deal I made was so good he wouldent quit.

But during the last 27 yrs. I learned a saving of 10 to 20% on the overal cost of operateing equipment. was a conservitive figure.

During my 70 yrs in maintenance I have tried everything and only 2 have proven of any value to improve lubration, which you must know is the life protector of all Mechanism

Now something I may be a loser about.

"The Coquille river bridge", the last thing I heard was that if "the present one" would be painted and restored for a foot bridge & relic? edific apology

But regardless, by moving down stream and placing an Engineers Dream over Sturdivan Park will cost 3 times what a span along side this present one would cost. The convienence of the old one during construction and no need of elaborate approches which would spoil 10 acres of good farm land. With a structer like that looming up in the middle of no where it will give people a poor impression of where their tax money goes.

AMZY MINTONYE
435 N CEDAR ST
COQUILLE OR 97423

To he/she Who this Stapled manuscript may be of Concern.

Please set aside until you have time to moderate or censor what I have ment to convey; Altho it sounds like egoism, I has been my life work + observation.

#1 Here are coments in addition to the "42" Coquille by pass I wrote about.
A two lane with an emergency exit on to Sanford Heights at half way. Build this the same level as the rail road which seldom over flows now, then for only a day or two during which time traffic could detour through town as the streets are thoroughly compacted. I mention the height of the fill as much for economy of maintenance as for the original construction. By building the fill against the R.Road bed (a century old) and only needing to ballast one side will save 60 to 100 ft of farm land added to what will be gained if the creek bank is used for fill should make negotiations a friendly affair.

#2 A news item about granting increased freight rates to off set an increased gas tax for Hiway maintenance, and then considering upping the speed limit to 65 MPH. dont make cents or sense which ever way you look at it.

#3 I mention this because 55 was established as a means of saving our Hiways. (Not a safety measure) although I say that not boasting for I have always been very safety conscious, but I argued for 50 M.P.H. when ⇐ Hatfield was Governor because out of balanced truck tires were breaking up our pavement which let the rain water soak up the road bed & cause wash outs.

Out of balanced tires have the same effect as flat areas of the old solid tires.

I wasn't getting anywhere, until Bob Knipper Mgr. of Oregon Automobile Ass. (AAA) saw one of my letters and joined me, with no success in Oregon, so he went National and got an 8 page report from a National Hiway Engineer which showed the damage much more than I had figured and in time 55 MPH.

I believe check stations every 55 mi. on the free-ways for trucks with graduated fines up to 60 MPH $1^{00} a mile up to $5^{00} at 60 and $5^{00} per mile from [illegible] just a thought.

It would be an easier way to control cars once the trucks are controled.

[illegible]

#4 In regard to the old bridge, My Father was tender during the years when it had to be opened for boats several times each day.

#5 I related to the Economy of improved lubrication, and how impossible I find the sale to individuals and truckers. Im not a sales man and chose to do this for a pastime as I was a workoholic all my life, never learned to fish and I'd be the greenest thing on a golf field. If I was literate enough I could write a book on the case histories of the results of the only 2 products I know of and I believe I've tried them all since 1914.

I'll relate to two as examples of so many I have treated the past 38 yrs.

A music teacher who just retired from our Hischool.

20 yrs. ago he bought a small 4 cyl. car which I treated throughout and he kept it serviced there after. He came by just last week and I treated his engine. The speedometer had just turned over the second 200,000 mi time in 20 yrs. The exciting thing was the oil pan nor the cylender head has ever been off and it runs as smooth as ~~you~~ please.

An Independant Trucker with a used 1973 Peter Bilt truck.

He is an excellent driver and 2 yrs. ago before many mills quit operating he had a good haul and a night driver between Coos Co. & Grants Pass.

Many things were looming up as potential trouble that he could ill afford.

The engine heated to the boiling stage and no oil pressure at the summit of every Mt. He consulted a truck mechanic, and got a second opinion both recomended a rebuilt or new engine as it would be a long job to O.Hal.

Aug 8th 1983 I helped him treat the truck throughout and I checked with him last week after he had took taken a 40 ton load of 4"X12"X20 timbers to Kansas City Mo and the temp stayed normal & oil pressure high over all the Mts. and in 100° temp East of the Rockies. He also had a back haul to Portland.

The milage was over 150,000 mi. when he got back since 1982 and the engine sounds good & has had no repairs

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

November 19, 1985

IN REPLY REFER TO

HFO.6-OR

RECEIVED
STATE HWY ENGR
NOV 20 '85
REFER TO
Hunter
FO-

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-50(2)
Coquille River Bridge - Coos County

With reference to our letters of August 27 and November 5, 1985, and your November 4, 1985 reply, we have reviewed the support data for supplements Nos. 1 and 2 to agreement No. 8098.

Since both supplements cover changes in the scope or complexity of work, we find them eligible for Federal funding.

NOTED
E. S. HUNTER

Supplemental agreements should define any change in work scope or complexity as well as time adjustments and changes in costs or fees. Support data should be in the same format as the original agreement to avoid confusion.

Your cooperation in providing support data and developing mutually acceptable procedures is appreciated.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (Gary Potter, Prgm Mgmt)
OSHD (W. J. Hart, Bridge)

11/21 Hart/Potter
Please take
appropriate
action.
[illegible]

[illegible]
Coquille

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

November 5, 1985
IN REPLY REFER TO
HFO.6-OR

RECEIVED
STATE HWY ENGR
NOV 8 '85
REFER TO
FOR

Info	Inve	R/D	D/R	Sign	Act	File

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-50(2)
Coquille River Bridge
Coos County

We have received no response to our August 27, 1985 letter regarding supplemental agreements No. 1 and 2 to consultant agreement 8098. We assume it is your intent to not claim Federal reimbursement for these supplements.

Please prepare a revised project agreement estimate showing the consultant portion of the work and identifying any non-participating items.

Sincerely yours,

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (W. J. Hart, Bridge)

11/7/85
Our reply to this
crossed in the mail
Don Trout
copy to FHWA
" " Rulien

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
0 6 1985
REFER TO Trout - pls investigate
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

1985 Coquille River Bridge (Co- 10,153
quille) sec. of Coquille-Bandon Hwy.
(Grading, paving & structure) #3

C+A 8098 5-8-85

RR 1178 5-6-85

JC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-F-50(7) Con

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80167

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE October 15, 1985

8. FEDERAL ROUTE NUMBER Primary 50

9. STATE ROUTE NUMBER Secondary 244

10. GENERAL LOCATION:

Coquille River Bridge (Coquille) #00598-244-01708

11. GENERAL DESCRIPTION OF WORK

Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your revised "PS&E" Estimate dated 8-23-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 10-15-85 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,293,456; Federal Funds $2,634,764.

A signed copy of the Revised Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 10/29/85

15. SIGNATURE OF APPROVING OFFICIAL A C Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON file

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174 - 1067
Staff Symbol: (oan)
Phone: (206) 442-5864

RECEIVED
STATE HWY ENGR
OCT 17 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

16591
~~July 15, 1985~~

RECEIVED
STATE HWY ENGR
JUL 19 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch
Oregon Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

In response to our public notice for your proposed bridge across the Coquille River at Coquille, Oregon, we received letters from federal resource agencies, copies enclosed, raising concerns on environmental aspects of the project. We are not prepared to take final action on the permit application until these concerns have been resolved.

Upon resolution of the noted wetlands and flood plain concerns, and the granting of state water quality and coastal zone certifications, we will complete our processing of your permit application. If you have any questions, please call me or Wayne Lee at (206) 442-5864.

Sincerely,

John E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Encl: (1) Ltr., U.S. Environmental Protection Agency, 10 July 1985.
(2) Ltr., Federal Emergency Management Agency, 11 July 1985.

Copy: Environmental Protection Agency
Federal Emergency Management Agency
Federal Highway Administration w/encl (1) and (2)

E.S. HUNTER

10-16-85 -
Ed- Coast Guard issued their permit on Oct. 8.
Mailed to us Oct. 15.
[illegible]

10-17-85
Notif. & Com
Pls prepare the necessary responses.
ESH

RECEIVED

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174 - 1067
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
July 15, 1985

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FOR
Info | Inves | R/D | D/R | Sign | Act

Mr. E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch
Oregon Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

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John E. Mikesell
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By direction of the District Commander

Encl: (1) Ltr., U.S. Environmental Protection Agency, 10 July 1985.
(2) Ltr., Federal Emergency Management Agency, 11 July 1985.

Copy: Environmental Protection Agency
Federal Emergency Management Agency
Federal Highway Administration w/encl (1) and (2)

E.S. HUNTER

7-19-85
Walt & Cam
Pls prepare the necessary responses.
ESH

Federal Emergency Management Agency
Region X Federal Regional Center Bothell, Washington 98021-9796

JUL 11 1985

Commander
Thirteenth Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Gentlemen:

This is in comment to your Public Notice No. 85-N-15 for a new highway bridge across the Coquille River near Coquille, Oregon.

Both the City of Coquille and unincorporated Coos County are participants in the National Flood Insurance Program. FEMA has provided a detailed flood hazard study for that portion of the Coquille River where the proposed bridge and approaches would be placed. One component of the Flood Insurance Study was the delineation of the regulatory floodway along the river. Within this area, both communities are required to restrict all types of development which would cause any rise in floodwater surface elevation. We are concerned about the encroachment effect of the bridge proposal.

I would appreciate it if your office could provide FEMA with some assurance that this project is in compliance with locally adopted flood plain management requirements pursuant to the requirements of the National Flood Insurance Program.

If you have any questions, please contact me at (206) 483-7285.

Sincerely,

Carl L. Cook Jr.

Carl L. Cook, Jr.
Natural and Technological
Hazards Division

cc: Dave Maurer, DLCD, Salem

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

JUL 10 1985

REPLY TO
ATTN OF: MS 423

Commander
Thirteenth Coast Guard District
915 Second Avenue (oan)
Seattle, Washington 98174

RE: 85-N-15, Oregon Department of Transportation, June 6, 1985

Dear Commander:

We have reviewed the referenced public notice concerning the construction of a new bridge across the Coquille River near Coquille, Oregon.

This project is also subject to permitting under Section 404 of the Clean Water Act. We have met with the applicant, Corps and resource agencies concerning mitigation for the wetland impacts associated with this project. The Oregon Department of Transportation has agreed to develop a mitigation proposal and submit it for our review and approval. We cannot support the issuance of any federal permits for this project until we have reviewed the mitigation plan and have determined the bridge construction meets the requirements of Section 404 of the Clean Water Act. Accordingly, we request the Coast Guard not take action on this permit until the 404 permit has been issued.

If you have any questions, please contact Mr. Gary Voerman of my staff at FTS 399-8513.

Sincerely,

Robert S Burd
Robert S. Burd
Director, Water Division

cc: USFWS-Portland
NMFS
ODFW
ODSL
COE-Portland
Applicant

CON [illegible]

U.S. Department
of Transportation

**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174-1067
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
October 15, 1985

RECEIVED
STATE HWY ENGR
OCT 17 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Oregon Department of Transportation
ATTN: Mr. E.S. Hunter, P.E.
Assistant State Highway Engineer
Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

Bridge permit (3-85-13), approving the location and plans of a highway bridge across the Coquille River, mile 24.3, near Coquille, Oregon, is enclosed. Please review the permit conditions carefully.

You should notify us when construction starts and then once a month until the project is completed. The monthly report should include a photocopy of the approved permit drawings. The drawings should be marked clearly to show work already completed and work that is scheduled for completion during the month following the report. Your forwarding letter should include information about any activities that potentially could affect waterway users. A final report is required when all work is completed. This report should include certification that the bridge was constructed in accordance with the approved drawings.

If you decide to make any changes in the design shown in the approved drawings, you must have our approval before you begin bridge construction. In addition, you must have our approval for any falsework to be used for the project. Requests for falsework approval should include two sets of plans showing what is proposed in sufficient detail to allow us to evaluate the potential impacts, if any, on waterway users. If you have any questions about your permit, please contact us.

Sincerely,

John E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Encl: (1) Bridge permit (3-85-13)

F
10-18-85
CC Hart
Gig
Fredricksen

Done 10/21
Cm

U.S. Department
of Transportation
**United States
Coast Guard**

0 8 OCT 1985

BRIDGE PERMIT

(3-85-13)

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS the Secretary of Transportation has delegated the authority of Section 502(b) of that act to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations;

AND WHEREAS before construction is commenced, the Commandant must approve the location and plans of any such bridge and may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - **STATE OF OREGON** - has submitted for approval the location and plans of a bridge to be constructed across the Coquille River near Coquille, Oregon;

NOW THEREFORE, This is to certify that the location and plan sheets 1 and 3 (of 3) dated 7 December 1984 and sheet 2 revised 5 April 1985 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than 90 days after the bridge has been opened to traffic.

0 8 OCT 1985

Continuation Sheet Bridge across the Coquille River near Coquille, Oregon

BRIDGE PERMIT
(3-85-13)

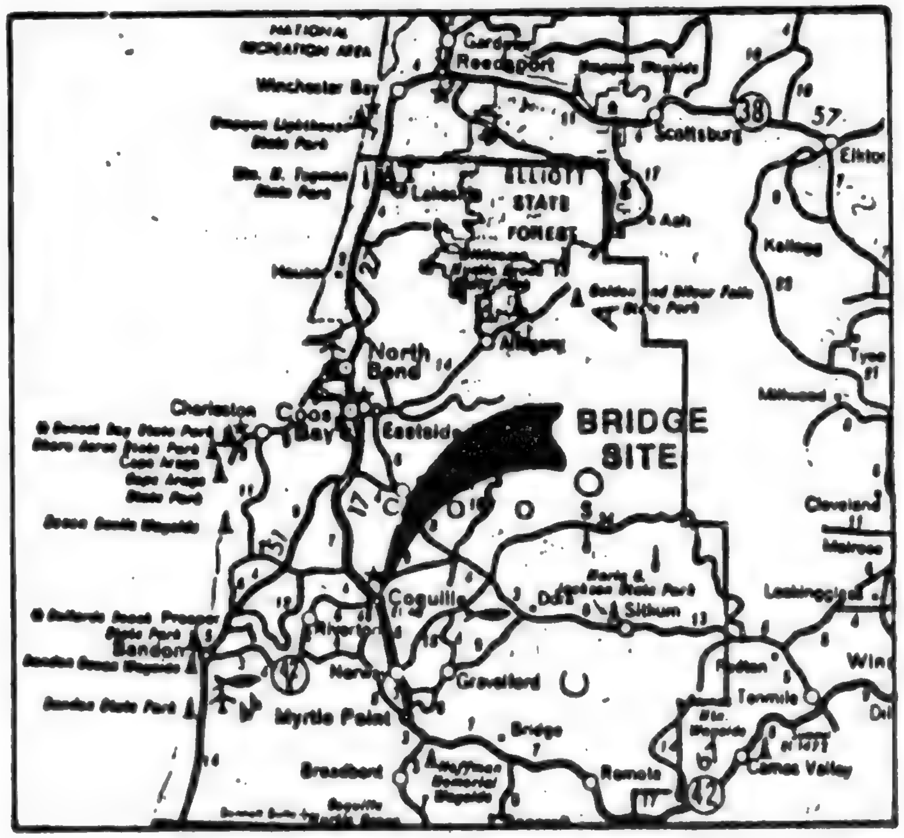
3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. When the proposed bridge is no longer used for transportation purposes, it shall be removed in its entirety or to an elevation deemed appropriate by the District Commander and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge upon due notice from the District Commander.

5. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within three years and completed within five years after the date of this permit.

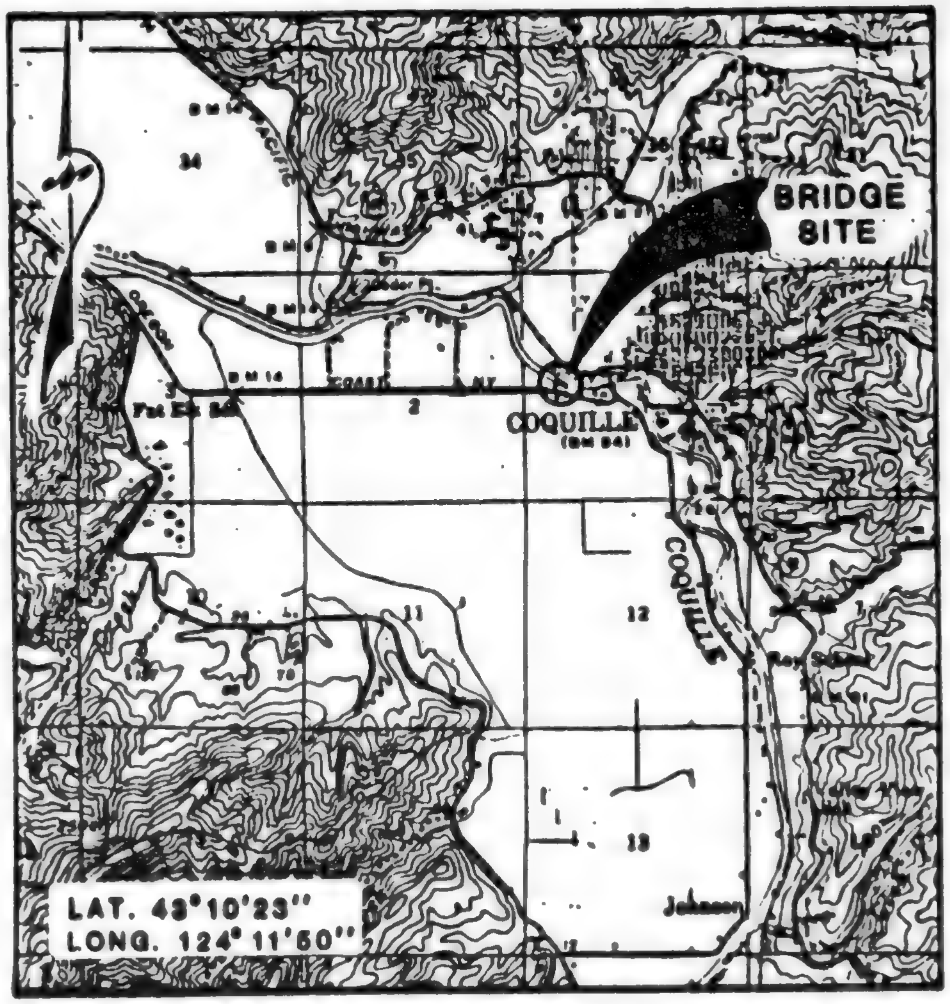
JM Seabrooke

J. M. SEABROOKE
Captain, U. S. Coast Guard
Chief, Bridge Administration Division
By direction of the Commandant


BRIDGE SITE
Gardiner
Reedsport
Winchester Bay
Scottsburg
38
57
Elkton
ELLIOTT STATE FOREST
Lakeside
Ash
Kellogg
North Bend
Allegany
Charleston
Coos Bay
Eastside
Coquille
Sitkum
Bandon
Riverton
Norway
Myrtle Point
Gravelford
Bridge
Broadbent
Remote
Tenmile
Camas Valley
Cleveland
Lookingglass
42

VICINITY MAP

0
15
30
SCALE IN MILES


BRIDGE SITE
34
COQUILLE
2
11
12
13
COQUILLE
Johnson
LAT. 43°10'23"
LONG. 124°11'50"

SEC.01, T.27S., R.12W. W.M.

LOCATION MAP

SCALE 1:62500

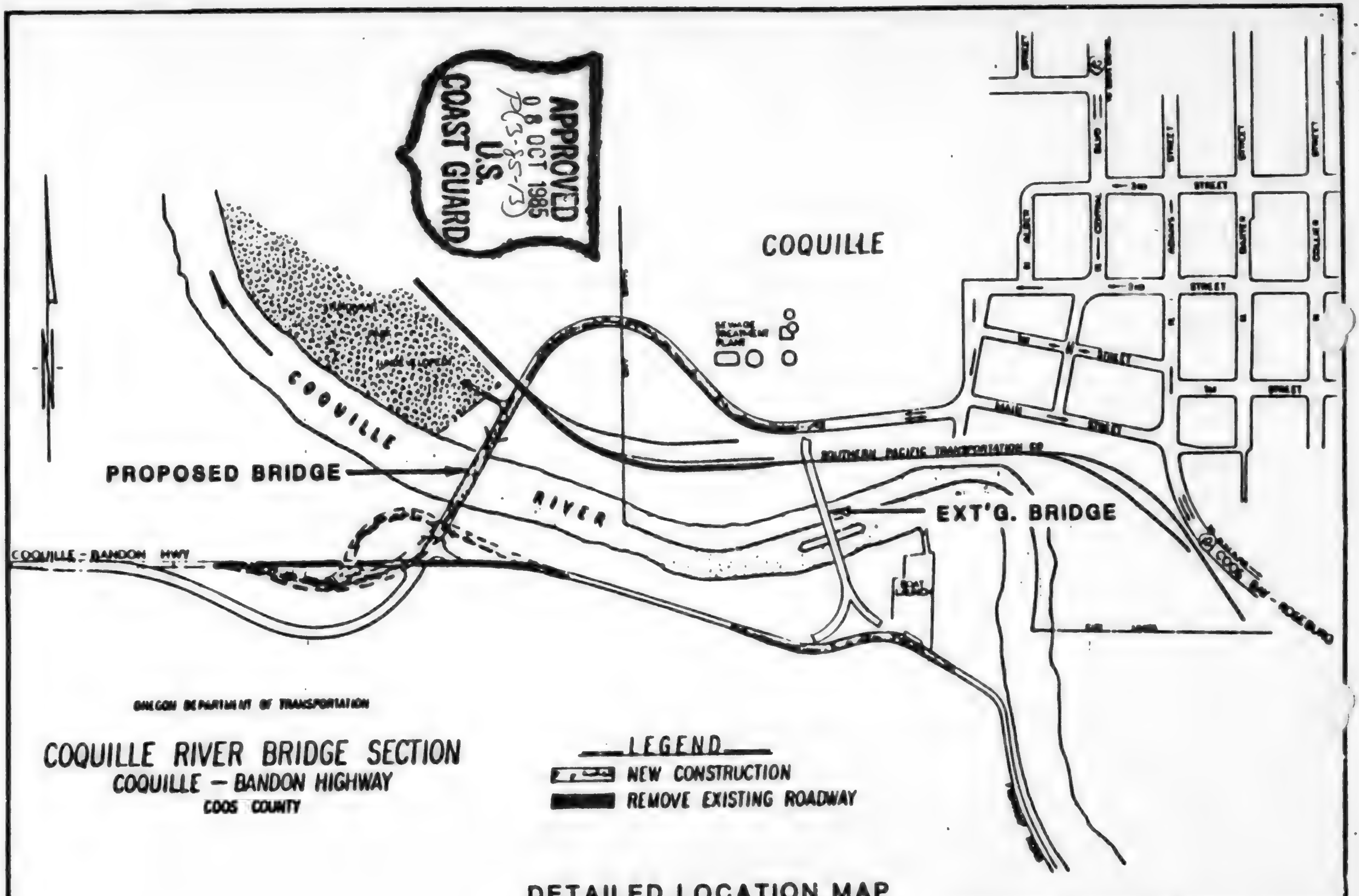
0
1
SCALE IN MILES

APPROVED
08 OCT 1985
P(3-85-13)
U.S.
COAST GUARD

NOTE:
VICINITY MAP FROM OFFICIAL HIGHWAY MAP OF OREGON (ODOT 1983)
LOCATION MAP FROM COQUILLE QUADRANGLE (15 MINUTE SERIES)

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 1 of 3

APPROVED
08 OCT 1985
P(3-85-13)
U.S.
COAST GUARD


COQUILLE
SEWAGE TREATMENT PLANT
MAIN STREET
STREET
SOUTHERN PACIFIC TRANSPORTATION CO
PROPOSED BRIDGE
EXT'G. BRIDGE
COQUILLE
RIVER
COQUILLE - BANDON HWY
COOS BAY - ROSEBURG

OREGON DEPARTMENT OF TRANSPORTATION

COQUILLE RIVER BRIDGE SECTION
COQUILLE – BANDON HIGHWAY
COOS COUNTY

LEGEND

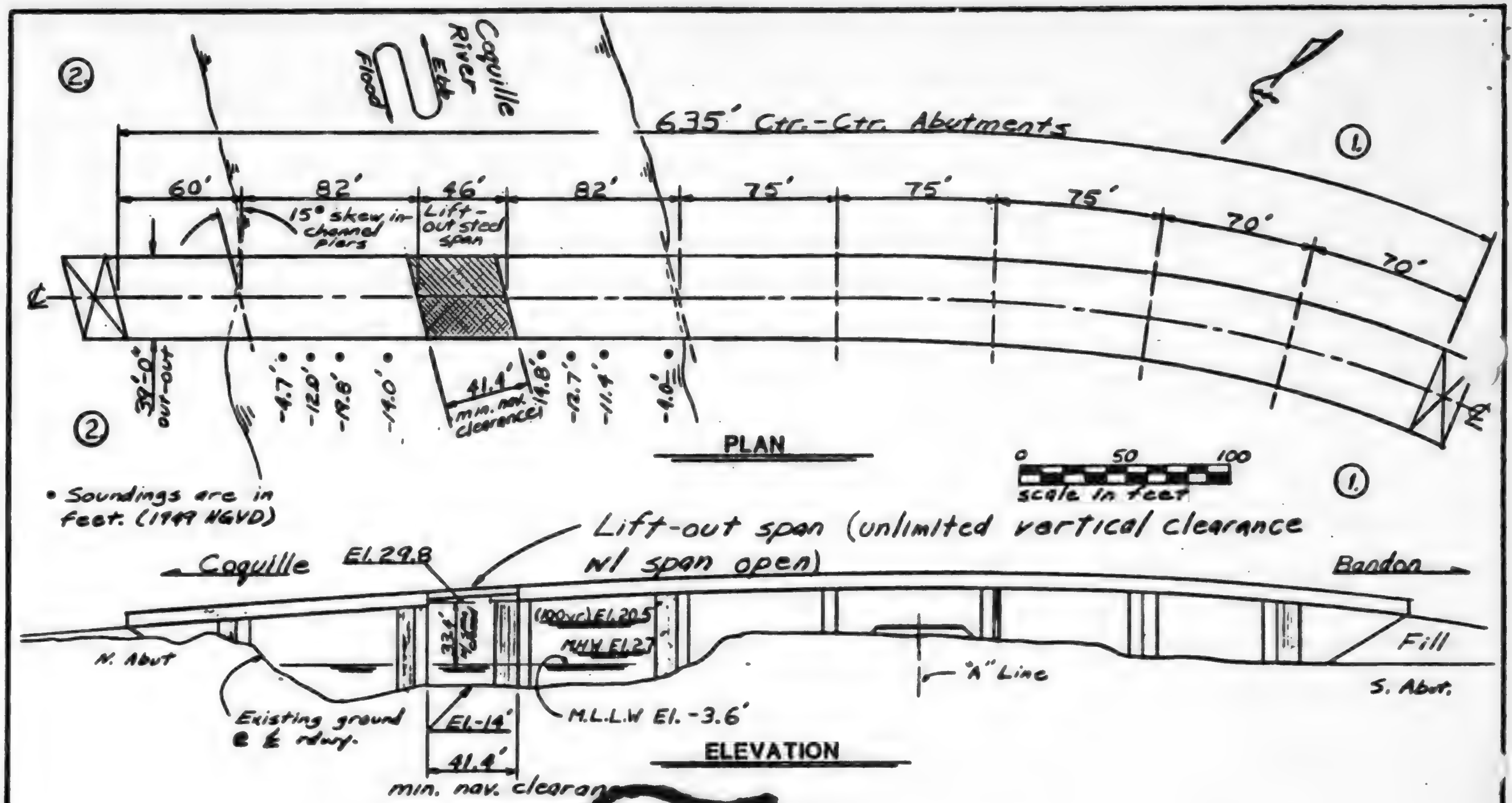
- ▨ NEW CONSTRUCTION
- ■ REMOVE EXISTING ROADWAY

DETAILED LOCATION MAP

100 800 1000
Scale in feet

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 2 of 3

Revised 4/5/85


②
Coquille River
Ebb
Flood
635' Ctr.-Ctr. Abutments
①
60'
82'
46'
82'
75'
75'
75'
70'
70'
15° skew in-channel piers
Lift-out steel span
℄
32'-0" out-out
-4.7'
-12.0'
-12.8'
-14.0'
41.4' min. nav. clearance
-14.8'
-12.7'
-11.4'
-4.0'
℄
②
PLAN
0
50
100
scale in feet
①
• Soundings are in feet. (1949 NGVD)
Lift-out span (unlimited vertical clearance w/ span open)
Coquille
El. 29.8
Bandon
(100 yr) El. 20.5
MHW El. 2.7
33.4'
N. Abut
Fill
"A" Line
S. Abut.
Existing ground @ ℄ rdwy.
El. -14'
M.L.L.W El. -3.6'
41.4'
min. nav. clearance
ELEVATION

APPROVED
08 OCT 1985
P(3-85-13)
U.S.
COAST GUARD

Total fill below M.H.W. = 245 Yds.
(Concrete)

Total exc. below M.H.W. = 340 Yds (Footing excavation from within coffer dams.)

Datum: All elevations N.G.V.D. (1929)

Adjacent Property Owners:

① Mary K. Farms Co-Partnership:
Mary Janice Finch & K.R. Wallace. P.O. Box 327
Corona Del Mar. Calif. 92625 Ph.# 714-673-0044

② Oregon State Highway Division
120 Transportation Bldg.
Salem, Oregon 97310 Ph.# 503-378-6299

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 3 of 3

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: MEMO TO THE FILE

DATE: September 16, 1985

FROM: for Cam Gilmour, Manager Eb Engelhun
Environmental Section

SUBJECT: Coquille River Bridge
Coquille - Bandon Highway
Coos County

NOTED
E. S. HUNTER

On Monday, September 9, I contacted the Corps of Engineers regarding the 404 permit required for this project, and they informed me that it was in the process of being issued. Friday, September 13, I contacted the U.S. Coast Guard who informed they had just received the water quality and coastal zone management consistency certifications from the Division of State Lands, and that their file information was in order for authorizing permit issuance. The permit is issued out of the Washington, D.C., office. John Mikesell, who I was talking with, said this process normally takes 30 days. I requested that he do whatever possible to expedite it because we were wanting to advertise the project for contracting on September 26 with an October 24 contract letting to follow. Mikesell said he foresaw no problem.

While we don't have the permits in hand, I feel that with these assurances it is appropriate to advertise the project for contracting. As soon as I am aware the permits have been issued, I will inform the appropriate parties.

leb

cc: E. S. Hunter
G. A. Potter
D. O. Christensen
W. J. Hart
Jim Gix

RECEIVED
STATE HWY ENGR
SEP 18 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED

RDE FDE LE Mailey-Poole Keyes SE FPO PDE LFE GTE

BPC FDS CAD Copy All Return To B/U / /

SEP 10 1985

ROAD DESIGN SECTION

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

September 3, 1985

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

Att: T. M. Nutting, Chief
Aids to Navigation Branch

Ref: PN 85-N-15
Coquille River - Bridge

Dear Sir:

I approve the project subject to the conditions outlined in Material Removal/Fill Permit No. 4085 to be issued by the Division of State Lands.

On June 21, 1985, the Department of Environmental Quality certified there was reasonable assurance that the project, as described, would not violate applicable water quality standards.

On September 3, 1985, the Department of Land Conservation and Development certified that the project, as described, is consistent with Oregon's Coastal Management Program.

Sincerely,

Victor Atiyeh
Governor

VA:sp

cc: Oregon State Highway Division John Maker
Department of Environmental Quality
Department of Fish and Wildlife
Department of Land Conservation and Development
U. S. Fish and Wildlife Service
Division of State Lands

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

September 3, 1985

District Engineer
Corps of Engineers
U. S. Army
Portland District
P. O. Box 2946
Portland, OR 97208

Att: A. J. Heineman, Chief
Navigation Division

Ref: PN 071-OYA-4-005774
Coquille River - Approach Fill

Dear Sir:

I approve the project subject to the conditions outlined in Material Removal/Fill Permit No. 4085 to be issued by the Division of State Lands.

On June 21, 1985, the Department of Environmental Quality certified there was reasonable assurance that the project, as described, would not violate applicable water quality standards.

On September 3, 1985, the Department of Land Conservation and Development certified that the project, as described, is consistent with Oregon's Coastal Management Program.

Sincerely,

Victor Atiyeh
Governor

VA:sp

cc: Oregon State Highway Division John Naka
Department of Environmental Quality
Department of Fish and Wildlife
Department of Land Conservation and Development
U. S. Fish and Wildlife Service
Division of State Lands

10,153

8-30-82

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

for

Oregon Project F-50(2)
Coos-Bandon Highway
Coos County, Oregon

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached environmental assessment.

8-30-82
Date

Ernest J. Valach
Ernest J. Valach
Program Development Engineer
Oregon Division, Salem, Oregon

Coquille River Bridge Replacement
Coquille-Bandon Highway
Coos County, Oregon

Federal Highway Administration

and

Oregon Department of Transportation

Environmental Assessment

Revised June, 1982

ENV19.LT

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Coquille River Bridge Replacement
Coquille-Bandon Highway
Coos County, Oregon

PROJECT PROPOSAL

PROJECT DESCRIPTION

PROJECT PURPOSE

The proposal is to replace a narrow and structurally inadequate bridge crossing on the Coquille River in the City of Coquille.

The present bridge was built in 1921. It has a deck width of 17'8", wooden sidewalks, and a vertical clearance of 14'9". The narrow width requires one-way traffic for trucks. In the last year several trucks have broken through the wooden sidewalks on the sharp approach curves, and several vehicles have failed to make the sharp curve onto the bridge, going through the guardrail and over the embankment. Maintenance has been heavy, and the bridge is high on the state bridge replacement priority list.

The project would replace the present bridge with a structure of adequate width and vertical clearance at a location permitting good alignment of the approaches and a good connection to Highway 42S.

PROJECT SETTING

The City of Coquille is located in Coos County, Oregon, approximately seventeen miles to the southeast of Coos Bay. The city proper is located just to the north of the main stem of the Coquille River, below the confluence of all its forks. Highway 42 is a major regional highway that passes through downtown Coquille. Highway 42S is the other major highway through Coquille. It is located just south of the Coquille River and runs westerly to Bandon. The existing bridge provides access to Coquille and Highway 42 via Highway 42S across the Coquille River.

PUBLIC AND AGENCY INVOLVEMENT

On October 18, 1977, the United States Army Corps of Engineers sent a letter encouraging the Highway Division to consider flood hazard in conjunction with the project. A preliminary study has been conducted and the results used in preliminary engineering for the proposed bridge.

On October 18, 1977, the United States Coast Guard sent a letter to the Oregon State Highway Division stating that the waterway under the bridge is considered navigable, requiring a bridge permit. The Coast Guard suggested that a thorough investigation of navigation requirements be made, including any plans or proposals the Corps of Engineers or other agencies may have for the upper waterway and the control of high waterflow. More information concerning navigational requirements appears on page 29.

In May of 1979, a representative of the Oregon State Highway Division met with members of the Port of Coquille Commission. Four alternative corridors were presented. Port members indicated that they were not aware of any river commerce above the existing bridge. The Commission did not want a structure that would rule out future possibility of dredging the river. Nor did they want a lot of money spent for a draw span or high level structure.

A public hearing was held on this project on September 30, 1981 in the Coos County Courthouse Annex in Coquille. Results of this hearing are reported in the Comments and Coordination section of this document.

PROJECT ALTERNATIVES

During the project reconnaissance phase, seven alignment alternatives were identified. For each alignment several bridge types were evaluated, including high and low level fixed spans, bascule, swing-span and roll-out span.

The seven alignments fell into three similar groupings: three alignments downstream of the existing bridge, two adjacent to the existing bridge, and two upstream of the existing bridge. Because of these similarities, only the alignment with the least right-of-way impacts was retained within each group for further study, and three alignments were advanced for further consideration.

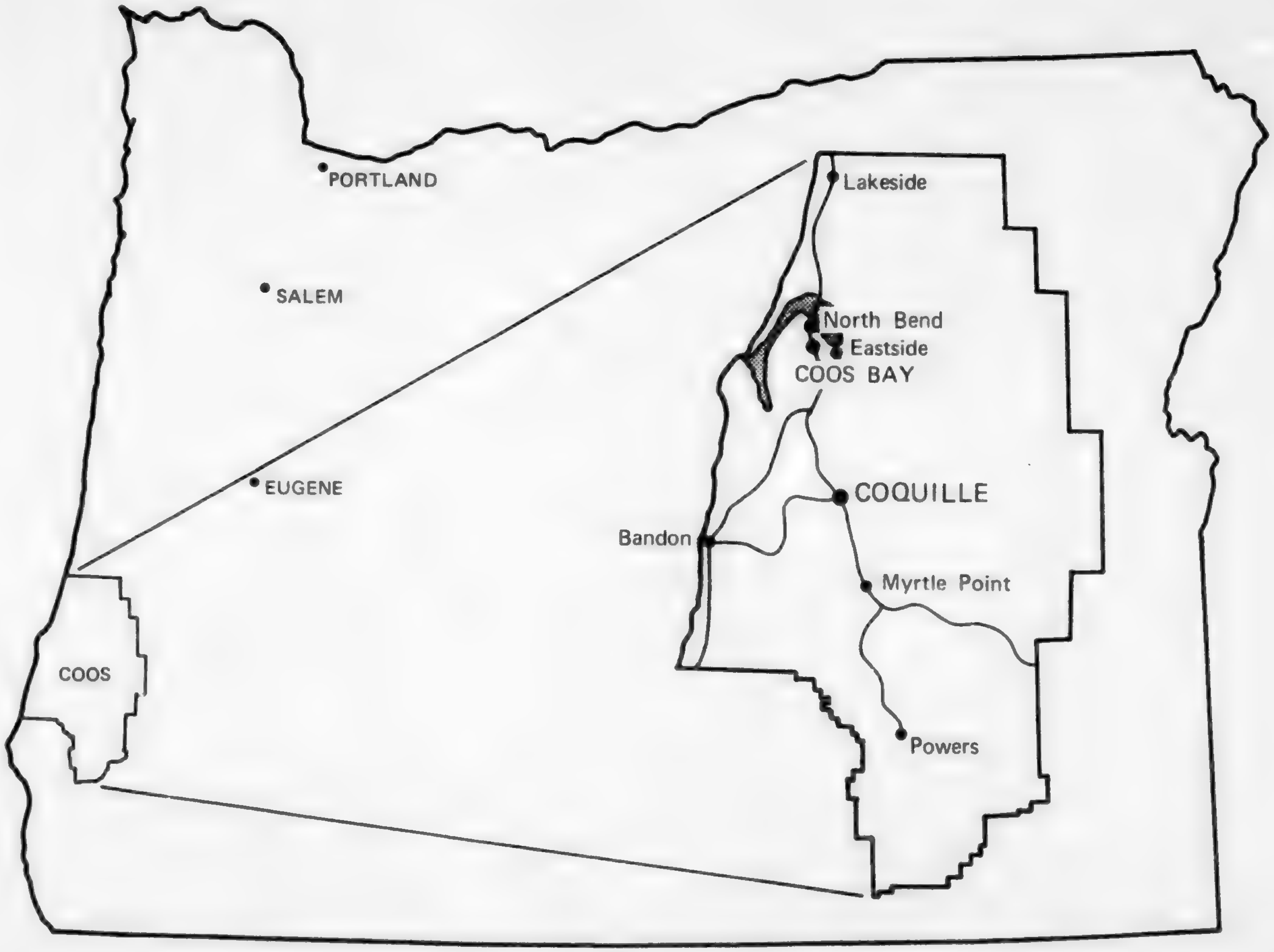
Alternative 1 is the alignment downstream of the existing bridge. Alternative 2 replaces the existing bridge. Alternative 3 is upstream of the existing bridge. Figure 2 shows the three alignments considered.

Two factors were used in the evaluation of the type of bridge structure to advance: navigation requirements and cost. A low level fixed span, while economical, would not be suited for potential navigation needs. A high level fixed span would meet most navigation requirements, but would be substantially more expensive than other designs. Both swing and bascule spans would satisfy forseeable navigation needs, but at a high cost compared to the remaining bridge type, a roll-out span.

A roll-out design would cost the least of all the opening spans considered, while meeting potential navigation requirements. All information gathered to date indicates that navigational needs on this stretch of the Coquille River are very limited, and the Port of Coquille Commission has indicated that a roll-out span is acceptable (see page 29). The Port also acknowledged that an economical design is desirable in light of the short supply of funds for bridge replacement projects.

Since a rollout span is considerably cheaper to construct than other spans, and since it would adequately serve navigation, this design has been selected for the project and is the only build alternative evaluated.

FIGURE 1
PROJECT VICINITY
COOS COUNTY, OREGON


PORTLAND
SALEM
EUGENE
COOS
Lakeside
North Bend
Eastside
COOS BAY
COQUILLE
Bandon
Myrtle Point
Powers

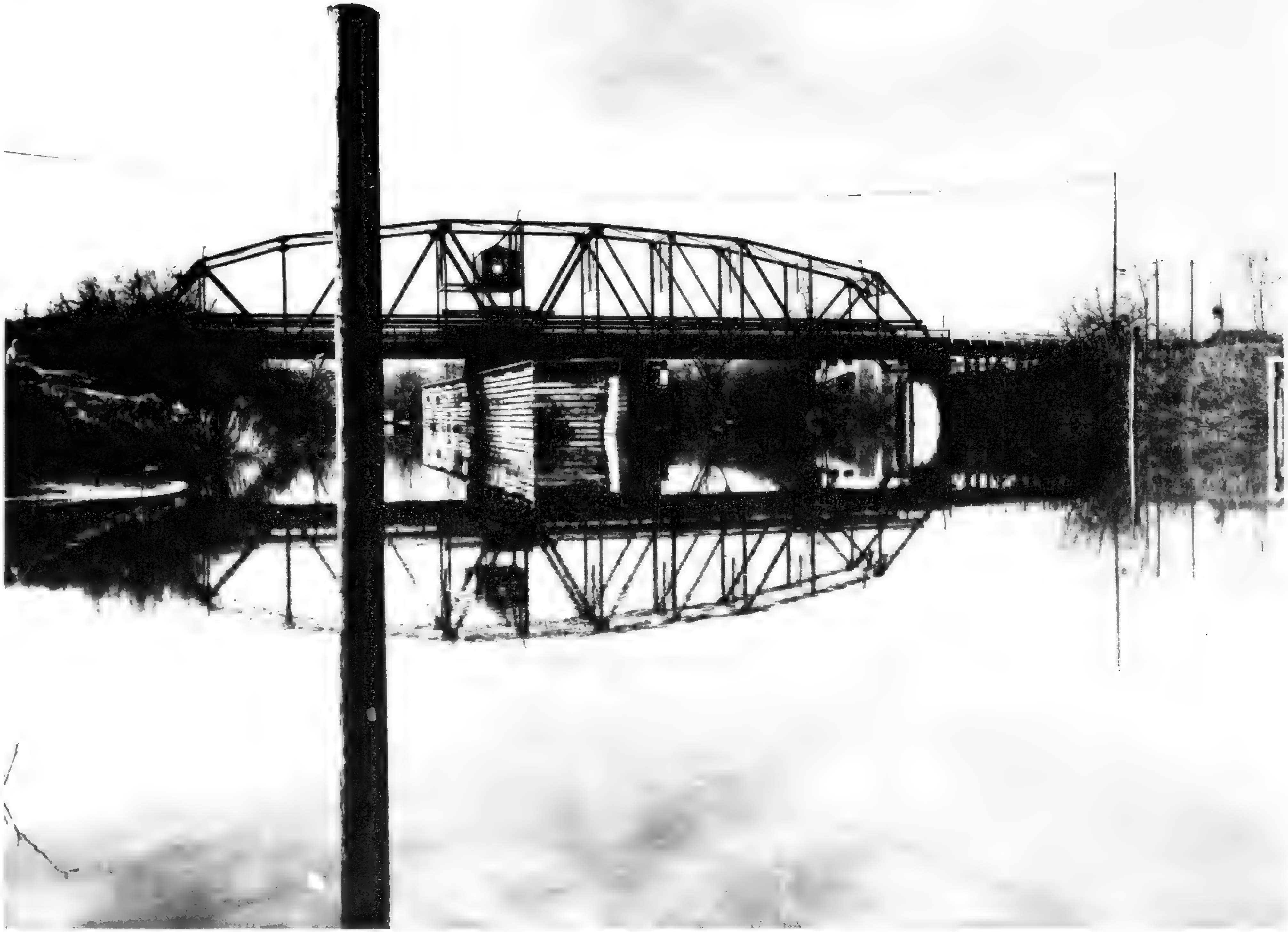
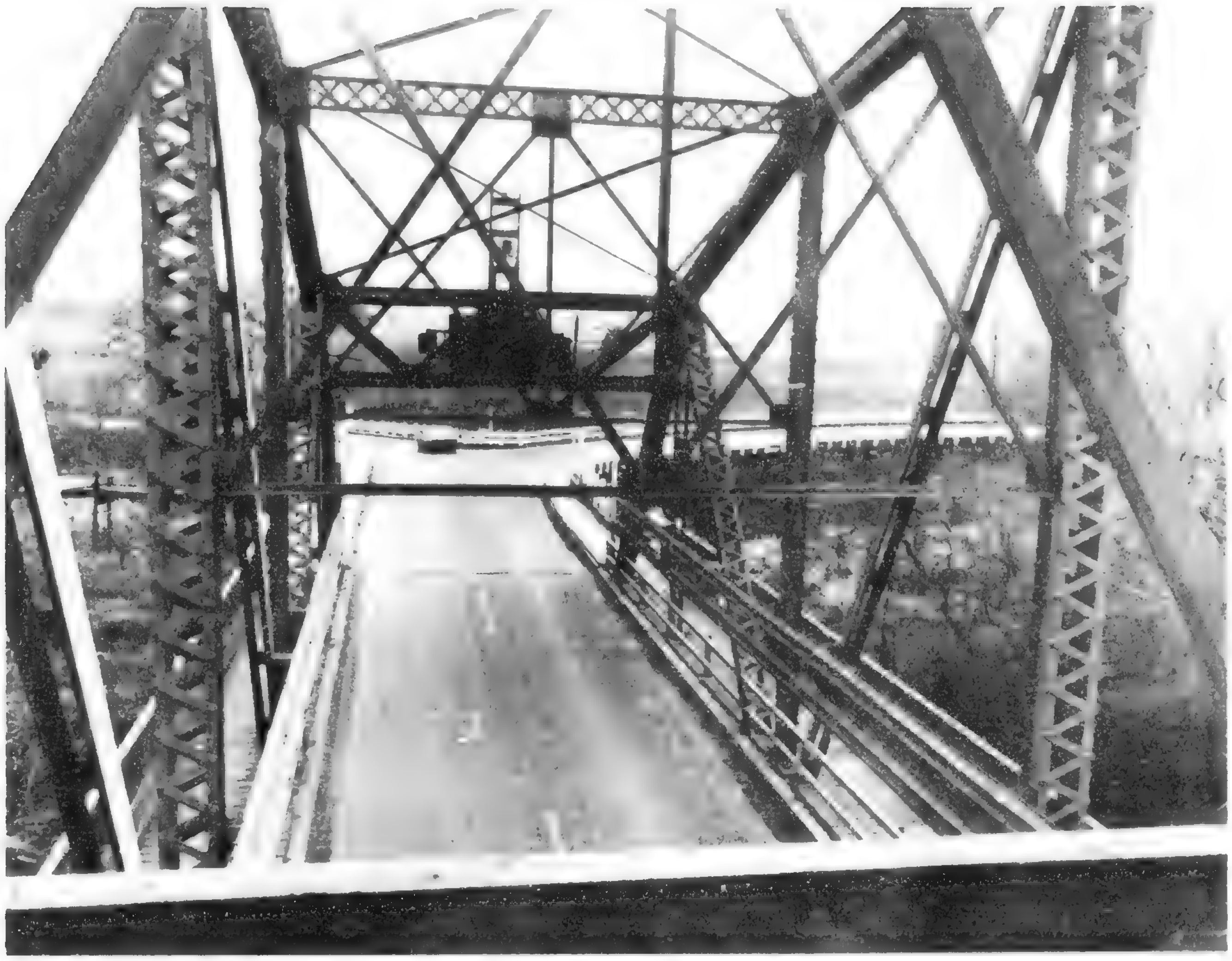


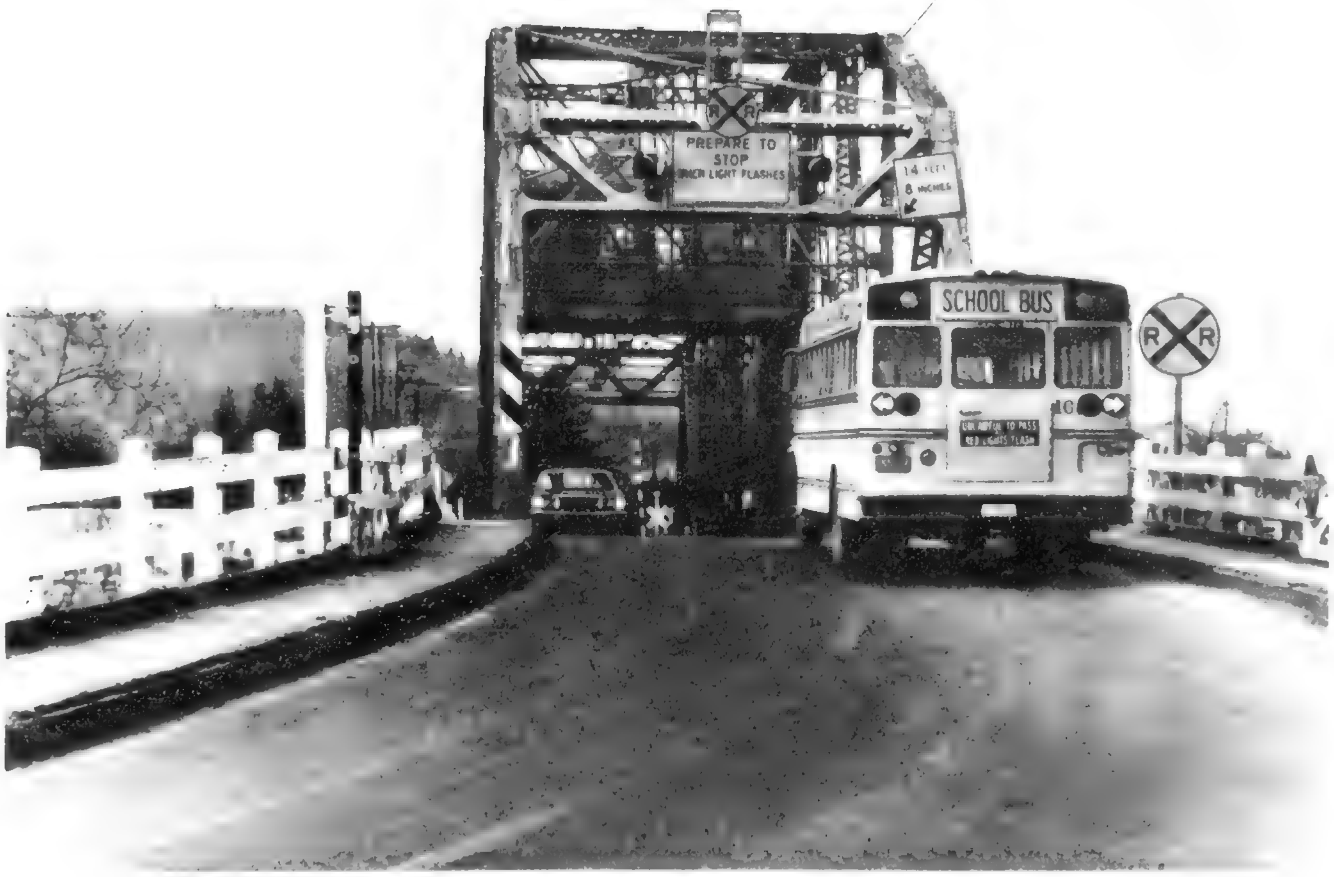
Figure 1A **Existing Coquille River Bridge**

Figure 1B

Travel Lanes, Existing Bridge



View Facing South


R R
PREPARE TO STOP WHEN LIGHT FLASHES
14 FEET 8 INCHES
SCHOOL BUS
R R

View Facing North

The rollout span proposed would provide 40 feet of horizontal clearance and unlimited vertical clearance. The span would be above the one hundred year flood elevation of 24 feet above mean sea level. In the closed position, the span would have approximately 20 feet of vertical navigational clearance above mean high water level.

Following is a complete description of the three corridor alignments. Proposed is a roadway of 37 feet on the structure, a two lane, 36-foot wide approach road having 12-foot travel lanes, 6-foot shoulders, at grade crossing of the railroad tracks, and a maximum of 15 feet of fill at the structure ends.

Because of the excessive cost of Alternative 2 and design and operational problems on the Main-Adams intersection on Alternate 3, Alternative 1 is preferred and is the subject of this environmental assessment. The No-Build Alternative assumes no work beyond maintenance of the existing facility.

Following is a discussion of the alternatives, with reasons for advancing Alternative 1 and for dismissing Alternatives 2 and 3.

Alternative 1 (Selected Alternative)

Alternative 1 would consist of a roll-out span approximately 370 feet in length, and located 1,400 feet downstream from the existing bridge. A 1,900-foot, left-bank (downstream) approach would begin at a point on the existing highway about 3,200 feet westerly of the existing bridge. The alignment would leave the existing highway on a curve to the right then continue on a curve left to cross the existing highway and connect to the bridge. Additional left-bank construction would include connections to the existing highway and 1,900 feet of two-lane roadway to connect Fishtrap Road to the existing roadway. A 910-foot, right-bank approach would leave the proposed bridge on a tangent to cross the railroad at grade, continue on a curve right and a curve left to connect with Main Street near the northerly end of the existing bridge. Additional design items on the right-bank approach would include: a connection to Sturdivant Park, access to abutting property as required, modification of a railroad spur, and drop-arm signals at the railroad crossing.

Alternative 1 would result in the least impacts to the human environment. Right-of-way acquisition would consist of the parking lot of a logging and/or log hauling company, and the conversion of pasture land to public right-of-way. Additional impacts would occur to riverine-type habitat, trees and brush between the existing highway and the railroad tracks. The estimated total cost of Alternative 1 is $3,500,000.

The alignment of Alternative 1 avoids encroachment on Sturdivant. Park, the undeveloped city park adjacent to this alignment. Construction of improved access to the park would be provided, since the present access is poor.

This alternative is compatible with a long-planned proposal to re-route the Coos Bay-Roseburg highway from its present route through downtown Coquille.

Alternative 2

The new 740-foot structure for Alternative 2 would be located just downstream from the existing bridge. The location would vary from 50 feet on the north end to about 120 feet on the southerly end of the existing bridge. The 910-foot, left-bank approach would follow the existing road to the end of the proposed structure, where the alignment would curve left and then cross the river on a tangent. The new Fishtrap Road connection would pass under the proposed structure and connect to the proposal west of the bridge. This road would be subject to closure during high water. The 450-foot right-bank approach would leave the structure on a tangent to cross the railroad tracks at grade then continue on a 100-foot curve right to a connection with Main Street. Additional right-bank approach design features would include drop-arm signals at the railroad crossing and access to abutting properties.

Alternative 2 would result in increased impacts and costs for construction compared with Alternative 1. The proposal would displace or make uninhabitable five homes and remove two outbuildings. The estimated total cost of this alternative is $5,100,000.

Staging the construction work for the bridge would be difficult. It is necessary to maintain traffic, particularly at the Fishtrap Road connection. This connection could not be completed until removal of the existing bridge is complete. The connection would displace riverine habitat; however, this was considered a lesser impact than the displacement of pasture land.

The proximity of the railroad crossing and the proposed bridge end would create an undesirable situation when the drop-arm signals would be activated for passing trains.

The proposal, again due to the proximity of the railroad crossing and bridge end, would be less compatible to the future Coquille Re-route proposal than Alternative 1 would be.

Alternative 3

The new 400-foot structure for Alternative 3 would be located approximately 1,200 feet upstream from the existing bridge. The 1,125-foot, left-bank approach would begin on the existing highway about 800 feet west of the existing bridge, continue on a curve left and tangent across the river. Additional left-bank construction would include connections to Fishtrap Road, the boat launching ramp parking lot, plus access to abutting properties as required. The 625-foot, right-bank approach, upon leaving the bridge, would continue on a curve left, then curve right, and then across the railroad tracks at grade and connect to the Main Street-Adams Street intersection. Additional right-bank construction would include: modification to the Main Street-Adams Street intersection, improvement to 300 feet of Main Street, modification of 700 feet of the Coos Bay-Roseburg Highway, and installation of

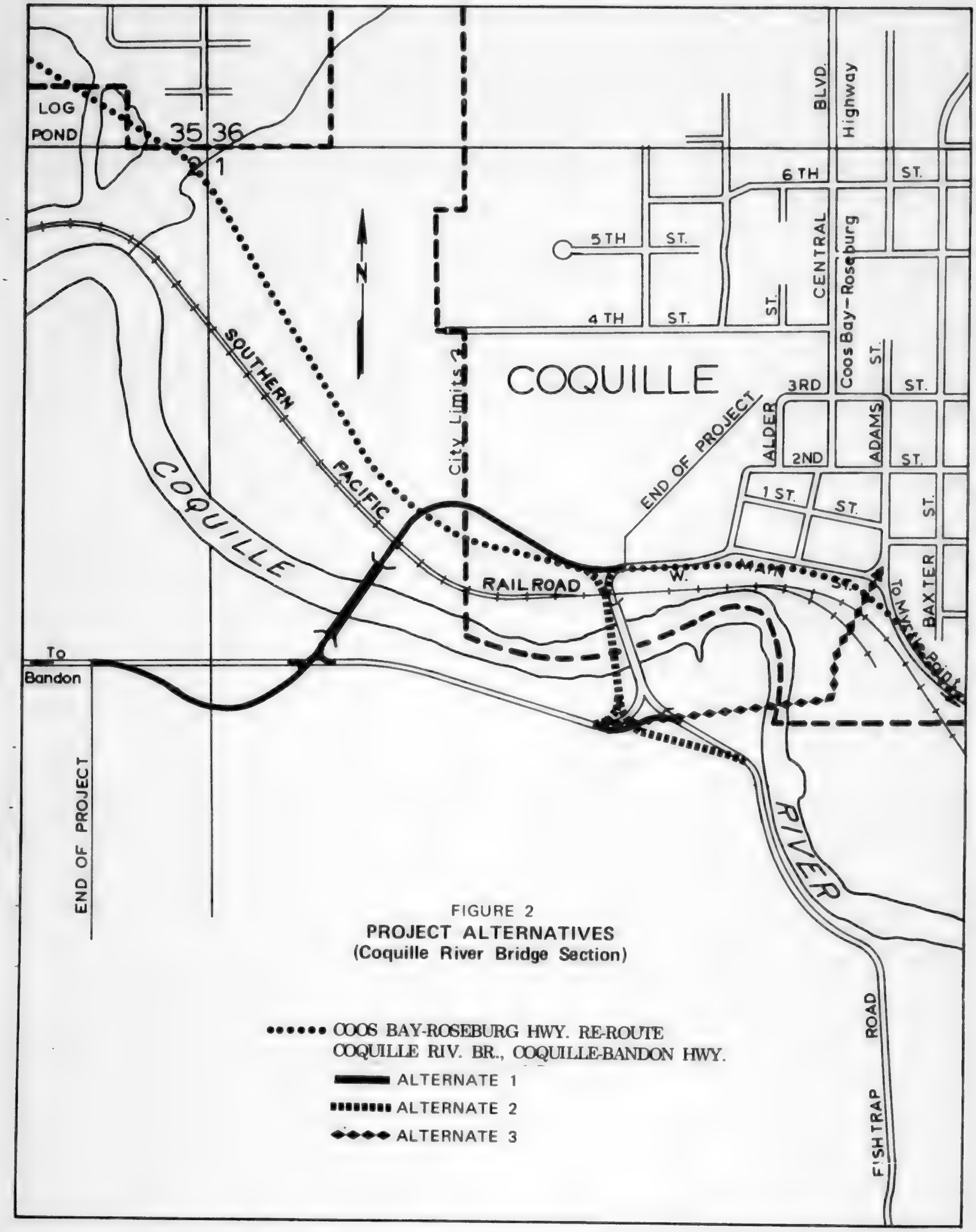

LOG POND
35
36
2
1
N
SOUTHERN PACIFIC RAILROAD
COQUILLE
City Limits
END OF PROJECT
BLVD.
Highway
6 TH ST.
5 TH ST.
4 TH ST.
CENTRAL ST.
Coos Bay-Roseburg
3RD ST.
ALDER
2ND ST.
ADAMS ST.
1 ST. ST.
BAXTER ST.
W. MAIN ST.
To Myrtle Point
To Bandon
COQUILLE RIVER
END OF PROJECT
FISHTRAP ROAD
•••••• COOS BAY-ROSEBURG HWY. RE-ROUTE
COQUILLE RIV. BR., COQUILLE-BANDON HWY.
ALTERNATE 1
ALTERNATE 2
ALTERNATE 3

FIGURE 2
PROJECT ALTERNATIVES
(Coquille River Bridge Section)

drop-arm signals at the railroad crossing.

Alternative 3, would create several undesirable design features. The alignment between the river and the railroad tracks, with two 54 degree curves and sag vertical curve, would be undesirable. The addition of another roadway at the Main-Adams "T" intersection would require conflicting traffic movements; however, these could be mitigated to some extent by the use of traffic signals and channelization. The roadway approaching the intersection from the west would be on an unavoidably steep grade due to the difference in elevation of the intersection and railroad tracks. This is a crossing of the railroad main line and a spur. Unavoidable train switching movements would create lengthy delays for highway traffic. The need for a left-turn refuge on the Coos Bay-Roseburg Highway approaching the intersection from the south would create added impact because of a wall required to retain the present cut slope.

The new roadway at the intersection would cause the displacement of two businesses. The left-bank approach would have substantial impacts on the parking lot at a boat launching site.

The proposal would be less compatible with the future Coquille Re-route proposal than Alternative 1 would be.

The No-Build Alternative

Features of the existing bridge are described on page 1. With this alternative no improvements to the physical features of the structure would be done, other than maintenance needed to keep the bridge in a safe operating condition.

ENVIRONMENTAL CONSEQUENCES

OVERVIEW

Studies were conducted on the project impacts to the natural and cultural environment.

Impacts to the natural environment include floodplain and wetlands encroachment, water quality, wildlife habitat and geology; the project area is within the one-hundred-year floodplain and is part of the regional Coquille Estuarine Management Plan. Direct water quality impacts of the project would be those routinely associated with a bridge replacement. Direct effects to wildlife habitat would not be significant. Geological impacts would not be significant.

In the cultural environment, the prime focus of concern is that the new bridge both improve highway access and maintain existing and future navigational requirements of the Coquille River, which it would. Also investigated was the potential historical significance of the bridge, one of four remaining swing spans in the state. The State Historic Preservation Office has determined that the bridge is not eligible for inclusion in the National Register.

Direct right-of-way impacts of the project are small. Impacts to areawide land use and the local economy were judged not significant. The relationship of the project to Statewide Land Use Goals was evaluated and no significant conflicts were identified; the project area is part of the regional Coquille Estuarine Management Plan.

NATURAL ENVIRONMENT

GEOLOGY

Affected Environment

Topography

The terrain of the project area is flat, with flood plain forming the entire area south of the existing bridge. The bridge abuts higher land on the north side of the river on which the City of Coquille is situated.

Geology

No geologic structural weaknesses are known in the vicinity of the project.

Core-drill data for the bridge pilings and abutments are not available at this time.

Soils

The U.S. Soil Conservation Service (S.C.S.) designates five soil types as underlying the project. None are classified as prime or unique for agricultural use. A prime soil is suited to produce a high yield for a variety of crops, a unique soil is suited to produce a high yield for a particular crop. See Figure 3, Soils Map. The soils are:

1. Nehalem silt loam, overflow, 0-3% slopes.
2. Nestucca silt loam, 0-3% slopes.
3. Willanch fine sandy loam, 0-3% slopes.
4. Udorthents (fill land, of variable composition).
5. Coquille silt loam, 0-1% slopes.

Numbers one and two are rated by the S.C.S. as Capability Class II agricultural soils. Such soils have moderate limitations that reduce the choice of plants. Numbers three and five are S.C.S. Capability Class III and IV, respectively; these soils have greater restrictions in the crops that can be grown than soil numbers one and two.

Erosion

The embankment slopes of the Build Alternative would be susceptible to erosion.

Ground Water

No high ground water problems are anticipated in the project area. The fill land and alluvial sediments are moderately permeable. It is therefore likely that the height of the water table closely corresponds to the mean average water level in the Coquille River.

Potential Material Sources

Embankment material is available in the area from commercial sources. These sources will be chosen by the contractor. A likely source for aggregate is the Umpqua River near Reedsport whose gravels can be barged by sea to Coos Bay and trucked to the project. Another possible source of aggregate is the Franson Quarry located about five miles up the Kentuck Creek road north of Eastside. This rock would be trucked to the project.

Impacts

Material Quantities

The Build Alternative would require 88,000 tons of embankment in place and 20,900 tons of aggregate. Some riprap may be required. Excavation will be minor and will produce no waste material.

Erosion and Siltation Control

4.8 acres will be cleared and grubbed, including 3.9 acres of embankment slopes. Mitigative measures for the impacts caused by the clearing and grubbing operations and by the exposed embankment slopes are principally directed to preventing erosion of these areas and the resultant siltation of the Coquille River. This can most effectively be accomplished by early treatment and protection of the exposed areas, particularly the embankment slopes.

Erosion and siltation control requirements will be stated in the appropriate contract. These requirements will include provisions for drainage, seeding, fertilization and mulching the exposed areas in sufficient time during the growing season to assure germination and growth; and the use of straw to hold soil particles in place, as well as to retard and filter runoff.

Adverse Impacts and Their Mitigations

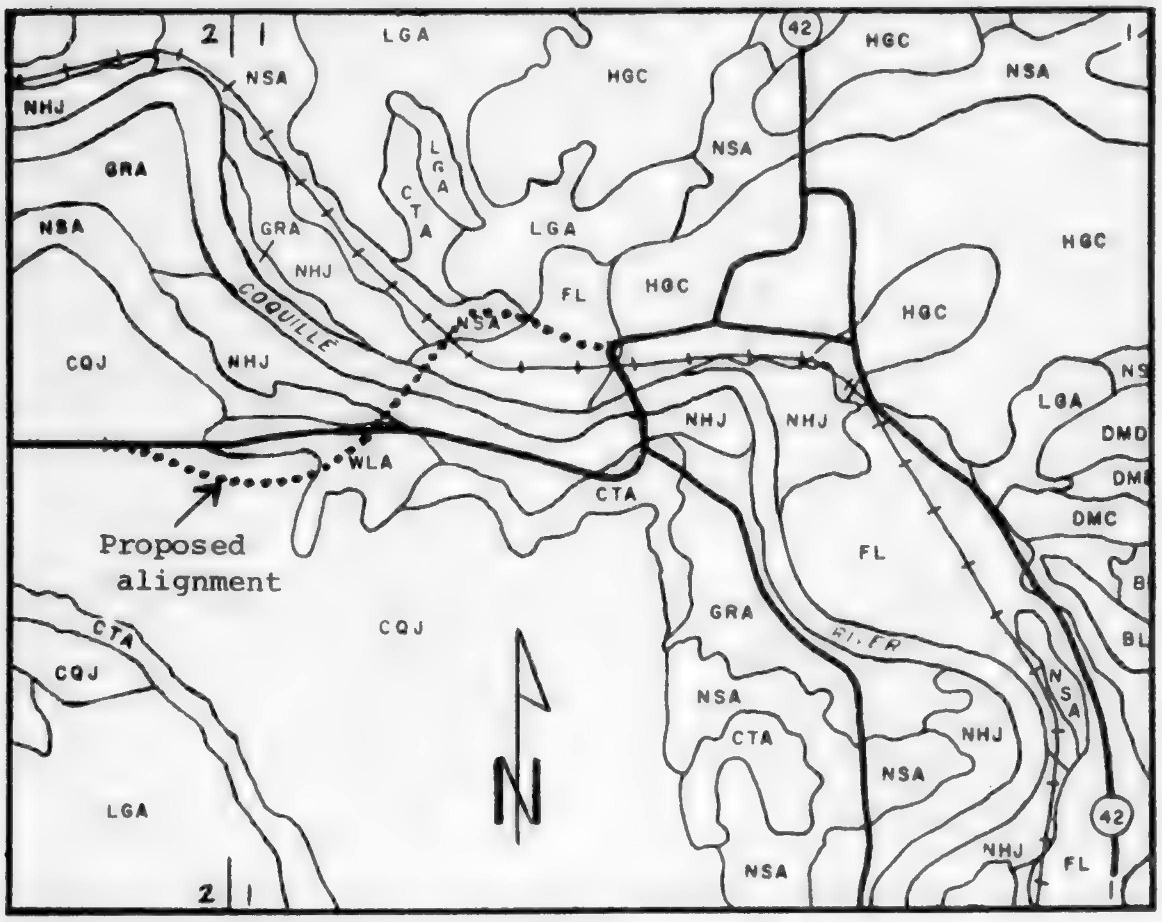
Although no geologic hazards are apparent in the project area, there is potential for settlement of the fill land and, to a lesser degree, the alluvial deposits adjacent to the Coquille River. Even though competent sandstone bedrock underlies the area, compaction of the surface materials along the route may be necessary to provide adequate bearing capacity for the highway.

Surcharging* may be used as a mitigative measure. Some areas, if found to be considerably unstable, may be excavated and backfilled with rock.

*Temporarily weighting the subgrade with more embankment material than is required, for the purpose of increasing the consolidation rate of compressible soils.

FIGURE 3

SOILS MAP


2
1
LGA
42
HGC
NSA
NHJ
GRA
LGA
CTA
NSA
HGC
NSA
GRA
NHJ
LGA
FL
HGC
HGC
HGC
COQUILLE
NSA
CQJ
NHJ
NHJ
NHJ
LGA
DMD
WLA
CTA
DMC
Proposed alignment
FL
CTA
CQJ
CQJ
GRA
RIVER
NSA
CTA
NHJ
NSA
LGA
NSA
42
NHJ
FL
NSA
2
1
N

KEY

FL : Fill land

* NSA : Nestucca silt loam

* NHJ : Nehalem silt loam, overflow

WLA : Willanch fine sandy loam

CQJ : Coquille silt loam

* Rated by the S.C.S. as Capability Class II agricultural soils.

Approximate scale: 4.1 in. = 1 mi.

Adverse geologic impacts lie in the quantity of embankment material required by the Build Alternative and the associated aesthetic degradation of the landscape. The degradation of the landscape may be alleviated or mitigated by shaping and landscaping the fill slopes. The reclamation of the material source sites is administered by the Mined Land Reclamation Division of the State Department of Geology and Mineral Industries.

FLOODPLAIN

Affected Environment

The project area is located in the Coquille River Basin. The river here is about 200 feet wide and has a low gradient. It meanders through the Coquille Valley and has a wide floodplain (See Figure 4). Although salt water does not extend as far upstream as Coquille, tides affect water levels in the river here.

Impacts

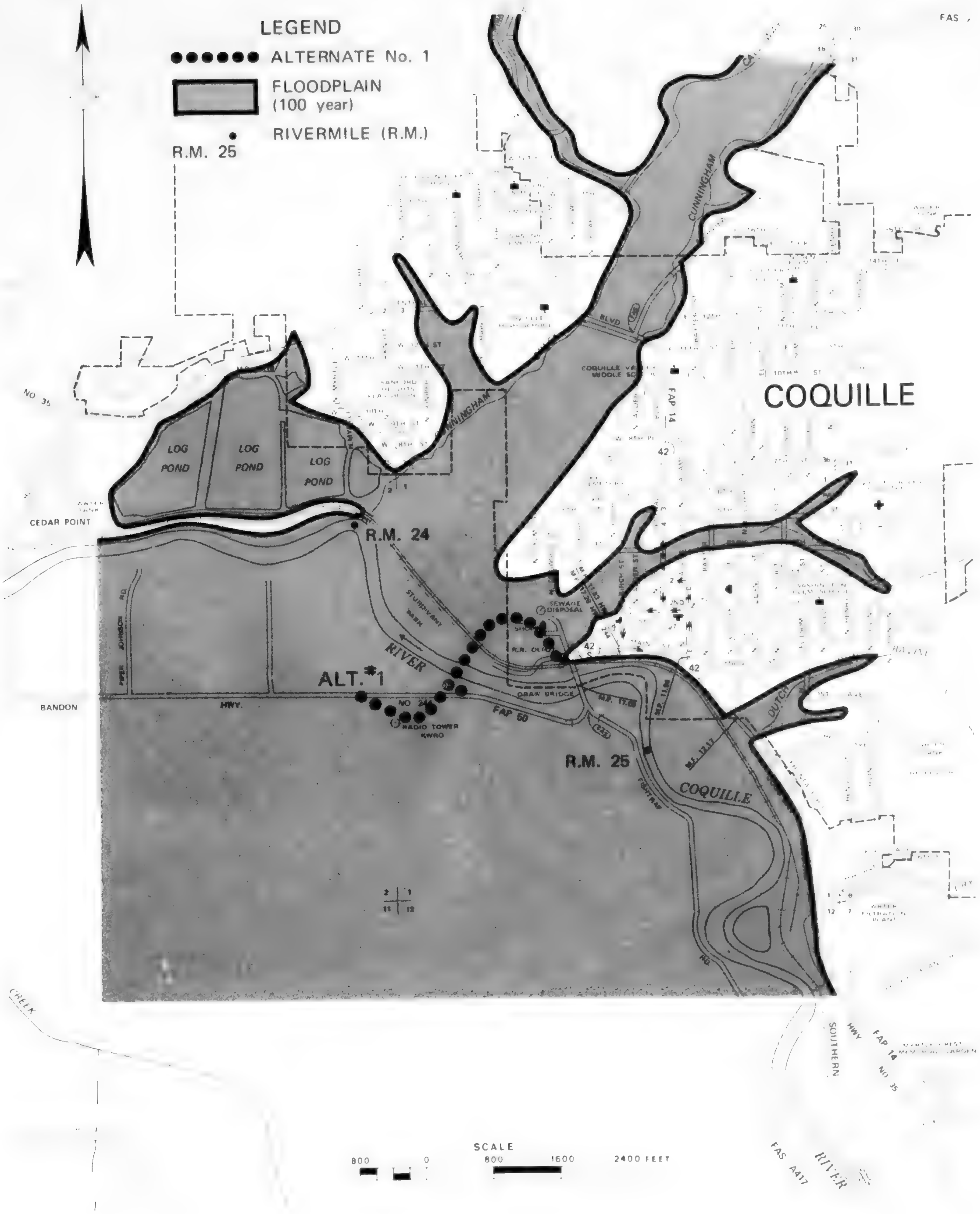
The U.S. Corps of Engineers estimates that a 100-year flood would produce a water level approximately 24 feet above mean sea level at the existing Coquille River Bridge, one foot below its bottom framework. Although the bridge has never flooded, it was opened during the 1964-65 floods to protect it from floating debris. The south approach to the bridge floods annually, causing temporary closures. This will also be the case for the proposed Build Alternative.

Floodplain encroachment will total approximately 7.7 acres. This will result in an insignificant loss of flood storage. It will alter local hydrologic conditions by changing local flow patterns, but to a minor extent. A Flood Plain Finding is not necessary because the impact of the proposed encroachment is minor.

Mitigation

Placement of highway fill will be such as to ensure passage of flood water, and to prevent flood waters from endangering nearby existing properties. This will be done through the use of culverts and/or overflow structures.

FIGURE 4
FLOODPLAIN


LEGEND
ALTERNATE No. 1
FLOODPLAIN (100 year)
RIVERMILE (R.M.)
R.M. 25
COQUILLE
CUNNINGHAM
CUNNINGHAM
BLVD
COQUILLE VALLEY MIDDLE SCHOOL
FAP 14
10TH ST
NO 35
LOG POND
LOG POND
LOG POND
CEDAR POINT
R.M. 24
STURDIVANT PARK
SEWAGE DISPOSAL
R.R. DEPOT
PIPER JOHNSON RD
RIVER
ALT.*1
BANDON
HWY.
NO 24
RADIO TOWER KWRO
DRAW BRIDGE
FAP 50
42
42
R.M. 25
COQUILLE
DUTCH
FAS
CREEK
SOUTHERN
HWY
FAP 14
NO 35
SCALE
800
0
800
1600
2400 FEET
RIVER
FAS A417

WATER QUALITY

Affected Environment

The project area is located in the Coquille River Basin. The river here is about 200 feet wide and has a low gradient. It meanders through the Coquille Valley and has a wide floodplain (see Figure 4). Although salt water does not extend as far upstream as Coquille, tides affect water levels in the river here.

Many species of fish use the river. Anadromous fish which migrate through this section of the Coquille River include fall and spring chinook salmon, coho salmon, steelhead trout, cutthroat trout, striped bass, and American shad. Brown bullhead catfish and other warm water fish are also present. The salmon, steelhead and trout migrate through the area July through May. American shad spawn in the project vicinity April, May, and June; Coquille is in about the middle of their spawning area. Striped bass are also believed to spawn in the project area, although little is known about specific spawning locations. Striped bass and shad do not form nests for spawning. Instead, eggs are fertilized in the water and gradually sink to the bottom. They must be kept in motion to survive, and in this river, the tidal current provides the necessary energy for motion.

Streambank cover is composed of mixed hardwoods including alder and willow. Typical of a river of this size, the vegetation overhangs the river a few feet on each side, and the majority of the river's width is exposed to direct sunlight.

Water quality here has been fairly good over the last few years. However, during summer months dissolved oxygen levels often drop below the DEQ standard value for South Coast Basin streams of 90% saturation, and temperatures frequently rise above 18^{o} C, the desirable level for salmonid fish.

The river here is used for boating, fishing, and swimming. Boat fishing is very popular. There is an angler access site (a boat ramp) just upstream of the existing bridge. Boating and fishing is heaviest during the months of August, September, and October.

Impacts

The Build Alternative would result in the following adverse aquatic impacts:

1. Flood plain encroachment
2. Degradation of water quality during construction
3. Disruption of fish and other aquatic life
4. Disruption of local water-related recreation during construction
5. Erosion from cut/fill slopes
6. Increased road runoff

The U.S. Corps of Engineers estimates that a 100-year flood would produce a water level approximately 24 feet above mean sea level at the existing Coquille River Bridge, only one foot below its bottom framework. Although the bridge has never flooded, it was opened during the 1964-65 floods to protect it from floating debris. The south approach to the bridge floods annually, causing temporary closures. This will also be the case for the proposed Build Alternative.

Flood plain encroachment will total 7.7 acres. This will result in an insignificant loss of flood storage. It will alter local hydrologic conditions by changing local flow patterns, but to a minor extent. A Flood Plain Finding is not necessary because the impact of the proposed encroachment is minor.

Degradation of Coquille River water quality will occur, primarily during bridge pier placement and removal operations. Water quality degradation from construction will be temporary and short-term. Elevated turbidity and lowered oxygen levels are to be expected. Downstream sedimentation will occur. In addition, these effects may be seen for a short distance upstream due to tidal action. See Mitigation for a list of measures to minimize the adverse effects discussed above.

Disruption of aquatic life will occur locally, at and adjacent to the proposed bridge site. In-water construction periods will be timed to avoid disruption of most migratory and spawning anadromous fish (see Mitigation), but rearing and resident fish will be adversely affected. Since striped bass and shad spawn near the proposed bridge site, and do so just prior to construction season, the rearing young of these species will be most affected. The young fish will be affected both directly and indirectly. Direct effects include stress from lowered water quality, dissolved oxygen in particular, and difficulty of feeding in turbid water. Indirect effects include disruption of their food supply (plankton and insect nymphs). The food organisms will be adversely affected by lowered water quality and loss of streambank vegetation at the crossing site.

Water-related recreation activities such as boating, swimming and fishing will be disrupted around the proposed crossing site during the construction period. Boat fishing is very popular on this section of river. Boaters from the access point upstream of the existing bridge will be most adversely affected by construction activities, particularly during August, September, and October.

Erosion from cut/fill slopes will occur. Numerous measures will be taken to minimize erosion (see Mitigation). However, even with temporary and permanent erosion control measures in effect, some sediment will wash down from the cut/fill slopes and will be transported to the river. This effect will decrease over time as permanent vegetation covers exposed slopes.

Additional pavement area will cause increased road runoff over present levels. About 3.6 acres of new pavement will be laid along the proposed alignment. Counteracting this, the existing bridge and some pavement will be eliminated. Therefore, about 3.2 acres of additional pavement will result under the Build Alternative. This will produce an additional peak discharge of about 4 cfs of runoff water during a 5-minute 10-year frequency rainfall event. This discharge increase is not significant compared to the No-Build. Several pollutants including lead, zinc, manganese, asbestos, and rubber are contained in the runoff water. These may have an adverse effect on aquatic life even at low levels, but here this likelihood is low because low flows coincide with the low rainfall periods, and because tidal influence results in a high dilution factor.

Mitigation

The following measures will be employed as appropriate if the Build Alternative is advanced:

1. Areas exposed during construction will be kept to a minimum.
2. Exposed areas will be covered with hay, jute, plastic, etc., where required to reduce erosion.
3. After construction, exposed slopes will be seeded and mulched.
4. Hay bales or other sediment check dams will be placed in drainage ditches to reduce sediment transport to the river if required.
5. Equipment will be kept out of stream channels, except where absolutely necessary, during construction.
6. In-channel work will be restricted to the dates July 31-August 31 in order to protect migratory fish and spawning activities of shad and striped bass. Coffer dams will be used where necessary to contain turbid water during placement of bridge piers.
7. Precautions will be taken to avoid spillage of cement, lime, and similar materials, and to prevent their entrance into the river or drainage ditches.
8. Oregon Department of Fish and Wildlife will be consulted during planning phases if either dredging or blasting activities are contemplated in or near the river.

No mitigation is necessary for the No-Build Alternative.

WETLANDS ANALYSIS

Affected Environment

Several types of wetland are present in the Coquille River Valley: meadows, marshes, forested swamps, scrub/shrub swamps, and shallow streams. By far the most common are fresh-water meadows, which are grassy areas on saturated ground. These occur on the floodplain, in previous swamp areas which have been cleared for grazing. Some of the meadows and marshes are important as wintering areas for waterfowl, including great blue herons and egrets. Swamps, or forested floodplain areas, are not common now, because of conversion to pasture land. The project area is part of the Coquille River Estuary Management plan.

Definition and Identification of Wetlands

The wetlands definition used here comes from the U.S. Fish and Wildlife Service (USFWS) publication, Classification of Wetlands and Deepwater Habitats of the United States. Typical characteristics include: dominance by water-loving plants (hydrophytes); hydric soils, which develop under wet conditions; and ground either saturated, or covered by shallow water during the growing season. Wetlands may be of artificial origin, such as roadside ditches and improved pastures.

Wetlands Impacts

With Alternative 1, most of the land required lies in wetlands. A total of 6.3 acres of wetlands will be filled in. However, almost all of these have been altered from their original state long ago, and some of the forested wetlands were created at the time Highway 42S was built. Three types of wetlands are involved: meadows, forested swamp, and scrub/shrub swamp.

Meadows. Most (5.4 acres) of the impacts occur on this type of wetland. Probably all of these wetlands were originally forested. Now they consist of closely-grazed pastures used by cattle. However, a few small areas not being grazed now have a tall growth of reed canary grass, with some hardhack and smartweed mixed in. In the recently graded area south of the river, horsetail and creeping buttercup are common, in addition to reed canary grass. The two main areas of meadow impacts are south of the highway, and northeast of the tracks. A smaller area is just south of the present bridge.

Because of seasonal flooding, there has been little non-agricultural development in these low-lying areas. According to the USFWS classification, the meadows are: palustrine, emergent, narrow-leaved persistent, *Phalaris arundinacea*, seasonally flooded.

Forested swamp. Impacts total 0.8 acre, much less than in the case of meadows. These wooded areas are dominated by willows 30 to 40 feet tall. Typically, the swamp areas occur along Highway 42S on the fill slopes, and also in a few areas on the floodplain. The area north of the Coquille

River, near the park, is the only impact on relatively natural woodland. Scouler's willow is the most common tree in the various forested areas. Other trees present occasionally are red alder, Oregon ash, and Pacific willow. In more open areas, tangles of Himalaya berry are found. The USFWS classification is: palustrine, forested, broad-leaved deciduous, Salix Scouleriana, seasonally flooded.

Scrub Swamp. Only 0.1 acre would be removed by construction. This consists of a patch of 15-foot willows near the sewage treatment plant. Part of this is on a slope dropping down to the meadow below, where water collects occasionally. Reed canary grass also grows on the wetter areas here. According to the USFWS system, this wetland is: palustrine, scrub/shrub, broad-leaved deciduous, Salix scouleriana, seasonally flooded.

Indirect Impacts. In addition to those impacts caused by filling, other wetlands will be affected to some degree. Some of these will experience temporary disturbance during construction, such as increased turbidity and siltation. Small changes also will occur in terms of floodwater storage and flow patterns.

With Alternative 2, most of the wetlands impacts would be at the connection of Fishtrap Road. A total of 1.4 acres of wetland would be eliminated. Most of this is on the floodplain area north of the highway with a scattering of reed canary grass, willow trees, and bare ground. These areas are now mostly backyards of houses along the highway. A smaller impact occurs along the south side of the highway, where additional fill will be needed. This strip presently is dominated by 60' alders; Oregon ash, willow and blackberry are also common here.

The impacts of Alternative 2 on wetlands are quite small and can be mitigated in part by replanting. The roadfills required could be developed as wetlands similar to those along the existing highway.

With Alternative 3, the total impacts are 1.1 acres, distributed in several locations. Near the west terminus, willows and alders grow along the roadside. Just south of the present bridge is a meadow area, dominated by reed canary grass, with small trees at the edges. This is the largest single wetland impact (0.6 acre). East of the river, the impacts are fairly small. About 0.1 acre of willow swamp would be required for construction, just south of the tracks. Most of this area east of the river, and north of the Georgia-Pacific mill, has been cleared and filled in.

Uses of these wetlands are varied. The trees and other vegetation reduce erosion on slopes, and aid in controlling flood severity. The wetlands also serve as open space, as scenic contrast, and as habitat for birds and small animals. A small vegetable garden is another existing use in the grassy areas.

Comparison of Impacts

Alternative 1 displaces 4.9 acres more wetlands than Alternative 3 and 4.6 acres more than Alternative 2. However, the wetlands impacts of Alternative 1 are not significant for the following reasons. In a 9-square mile area centered on Coquille, there are 2,400 acres of wetlands (40% of the total area). The project will require 6.3 acres, or 0.25 of one percent of the wetland area just mentioned. Practically none of these wetlands are "natural" at present; they are mostly pastures or highway fill slopes. The proposed impacts are considered not significant, in view of local wetland abundance and their low value as habitat (see Wildlife, pages 14 and 16).

Minimization

The existing highway will be obliterated and planted with appropriate vegetation where the highway is not necessary for access to adjacent properties. This amounts to approximately 1 acre of land. Erosion control measures, principally seeding and mulching of embankment slopes, will also restore portions of the affected area to conditions now existing.

WETLANDS FINDING

This statement sets forth the basis for a finding that there is no practicable alternative to construction in the wetlands located in the proposed Federal-Aid highway project, and that the highway proposal includes all practicable measures to minimize harm to the wetlands which may result from such use. This finding is made in accordance with the requirements of Executive Order (E.O.) 11990 on the Protection of Wetlands, dated May 24, 1977.

Alternatives to Construction in Wetlands

The entire project area off the roadway is part of a larger seasonal wetland associated with the Coquille River floodplain. This condition makes the avoidance of wetlands impossible with any of the build alternatives studied.

Alternative 1 (preferred) does remove more wetland area than the other two build alternatives. However, Alternative 2 would result in increased impacts and costs for construction compared with Alternative 1. Alternative 2 would displace or make uninhabitable five homes and remove two outbuildings. It would cost $1,600,000 more than Alternative 1. Alternative 3 would create several undesirable design features causing both traffic problems and conflicts with the railroad (The section on Project Alternatives provides additional detail on these problems). Therefore, Alternatives 2 and 3 are considered not prudent and Alternative 1 is advanced as the preferred alternative.

Minimization

The existing highway will be obliterated and planted with appropriate vegetation where the highway is not necessary for access to adjacent properties. Erosion control measures, principally seeding and mulching of embankment slopes, will also restore portions of the affected area to conditons now existing. Fill slopes will be built as steeply as possible to minimize acreage of wetlands taken removed by the project.

Conclusion

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands, and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

WILDLIFE

Affected Environment

The Study Area is located in the Siskiyou (Klamath) Mountain Physiographic Province in an area whose natural vegetation is classified as the Sitka Spruce Zone. Although the existing flora of the construction zone is presently predominantly non-forested, it retains certain important characteristics of the zone. Plant production and growth is extremely high because there is seldom stress from seasonal moisture deficit or from seasonal temperature extremes.

Table 1 presents a summary of the habitat types and their abundance within the 2,560-acre study area and the included 19.2-acre Construction Zone. Eight Habitat types are listed for the Study Area; the Construction Zone, lacking upland forest, has only seven.

Marine Influence

The Coquille River Valley is, in itself, an important feature which contributes to the overall degree of habitat variety which is characteristic of the Oregon Coastal Zone.

Habitat Quantities and Proportions

Of the 2,560 acres in the Study Area:

a. 17.5% are biologically barren.
b. 91% are terrestrial.
c. 9% are aquatic (may also be classified as wetlands).
d. 22% are palustrine wetland. This percentage is much higher than the percentage in the "coastal zone" as a whole. This is a significant concentration of wetlands.

Habitats affected in the construction zone are abundant in the study area, as shown in Table 1.

The quality of habitat in both the Study Area, and the Construction Zone, is low, because only one habitat layer is present in most of the area. In addition, the quality of habitat in the Construction Zone is reduced even further because there is slightly less mixing of habitat than occurs in the Study Area.

There are 32 species of mammals, 54 species of birds, 4 species of reptile, and 10 species of amphibian likely to live in the affected area. Of these, 18 species of mammal and 13 species of birds are classed as "Important Species"* in the Study Area. The Construction Zone has a lesser number of "important species": 7 species of mammals, and 11 species of birds.

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*The term "Important Species" is defined in "Fish and Wildlife Service Mitigation Policy" (U.S.D.O.I., 1980). It is used to establish the requirements for satisfactory mitigation of impacts to wildlife and habitat.

TABLE 1

EXISTING AND POST CONSTRUCTION HABITAT QUANTITY

Habitat	Study Area Acres Existing	Study Area Acres Post Construction	Construction Zone Acres Existing	Construction Zone Acres Post Construction	Change Acres
Riparian Forest	68	66	1.5	0	- 1.5
Upland Forest	524	524	0	0	0
Cultivated Wetland	516	516	0.4	0	- 0.4
Cultivated	314	309	5.8	0	- 5.8
Herbaceous	217	227	3.4	13.9	+10.5
Aquatic	240	240	0.9	0.9	0
Barren	449	448	5.0	4.4	- 0.6
Shrub	232	230	2.1	0	- 2.1

Features of Social or Biological Significance

The Bald Eagle is threatened in Oregon. There are two Bald Eagle Nest Sites less than six miles from the center of the construction zone. The project poses no threat to these birds. A Bald Eagle Assessment has been prepared in compliance with current procedures. It has been concluded that the project poses no threat to endangered species.

The Coquille River Valley provides winter habitat (primarily feeding) for waterfowl of the Pacific Flyway. The area is reported to receive heavy waterfowl hunting pressure late in the season. The included wetlands are predominantly cultivated; their value as winter feeding habitat derives largely from this condition. The eastern 18 sections of Township 28 South, Range 13 West have been inventoried as a candidate for preservation (CS-86) under the Oregon Natural Heritage Program. As is to be expected the land is largely privately owned. It should be noted that although portions of the Study Area lie within CS-86, the boundaries of this area have little biological meaning; most of the City of Coquille is included. The area is a wintering area for Common Egrets (which are not common in Oregon) and Great Blue Herons.

There are no Champion Trees in the Study Area.

There are no Band-tailed Pigeon concentrations in the Study Area.

Impacts

Quantitative and Qualitative Changes

Refer to Table 1. Conditions in the Study Area and in the construction zone are compared as they now exist, and as they would exist within two to five years after construction.

The last column of Table 1 lists habitat loss in acres. Note that there will be a net loss of five cover types which equal the 10.4 acre net gain in herbaceous cover (note also that there is a small net loss in the area of barren land surface).

With reference to the larger Study Area however, none of the quantitative habitat changes depart from existing values sufficiently to be statistically significant. In addition, the quantitative changes cause no change in predicted habitat quality. Impacts are not significant with reference to the Study Area.

CULTURAL ENVIRONMENT

SOCIAL

Affected Environment

Coquille, the county seat, was founded in 1885 and now supports a population of about 5,000 people. Coquille is projected to have a population of 6,018 by the Year 2,000. The City is located entirely north of the Coquille River. Coquille is connected to the two largest cities in the county (Coos Bay and North Bend) by Highway 42. Highway 42S is south of the river. The bridge project connects the two routes.

No schools or hospitals are located in the project vicinity.

Impacts

The chief social impact of the project will be the benefits to the community in terms of safety and improved access to the city center resulting from the increased width and functional capacity of the new bridge. Provision of emergency services (fire, police, ambulance) south of the river would be improved.

LAND USE

Affected Environment

The north bank of the river in the project vicinity presents an older industrial-commercial area. Warehousing, trucking, fuel oil distribution, city sewage processing facilities, city shops, state highway maintenance facilities, and a modest older motel are close to the existing structure. (See Figure 5). The Southern Pacific Railroad also has a line and sidings paralleling the Coquille River through the project area. At the western edge of the project area on the north bank, the land is undeveloped except for agricultural activities.

South of the railroad tracks at the western edge of the project area is the City of Coquille's Sturdivant Park. This is an unimproved city park of about five acres. It is a pocket of land, subject to flooding, on the inside of a bend on the Coquille River situated between the river proper and the Southern Pacific Railroad. At present the park has thick riparian vegetation on the stream banks with a dense, brushy understory. Farther away from the river the cottonwoods, myrtles, maples, etc., are more open and the understory has been largely cleared.

Access to the park is along the railroad from the southeast. It is unmarked, unimproved, and in poor condition. The existing dirt roads in the park are badly rutted and have large, poorly drained pockets of water. Several areas of the park have been victimized by trash dumping. The area is posted against cutting of firewood. The park's main recreational use appears to be for bank access for fishermen in the fall and winter.

Immediately to the east of the existing structure on the south bank of the river is a public boat launch owned by Coos County. The boat launch area includes parking and restroom facilities.

East of the public boat ramp, adjacent to the bend in the river, is one large old private residence. The remainder of the area at the riverbend is undeveloped.

Planning Responsibilities and Status of Plans

The Coos-Curry Council of Governments, the City of Coquille, and Coos County are the primary political jurisdictions in the project area.

In 1976, the Oregon Department of Transportation prepared the Coquille Transportation Study Report with assistance from the City of Coquille and extensive input from local citizens. Section III contains goals and policies relating to transportation that were developed by the City of Coquille. One overall goal statement in this section is that highway access to and from Coquille should be improved. The subgoal statement relating to this goal is that the Coquille River Bridge should be replaced and relocated.

The City of Coquille and the Coos-Curry Council of Governments have prepared a draft of the City of Coquille Comprehensive Plan for 1995. This plan specifically calls for the replacement and/or relocation of the Highway 42S bridge crossing the Coquille River. The plan has been submitted to the Department of Land Conservation and Development, but has not been approved, pending receipt of the findings of the Coquille Estuarine Task Force.

The Coquille Estuarine Task force has prepared the Coquille River Estuary Management Plan, which specifically addresses the statewide Estuarine Resources Goal (#16) and the Shoreland Goal (#17). This plan is a cooperative effort among the cities of Bandon, Coquille, and Myrtle Point, and Coos County. A unified citizen involvement program and activities were developed with the concurrence of the jurisdictions.

The Highway 42S bridge is located within the bounds of the Coquille Estuary for which the management plan has been developed. Therefore, the recommendations of the plan are relevant to the replacement project.

The plan indicates that the General Estuary and Shoreland Management policies which apply to the estuary and shoreland areas are adequate for City plan management in the City of Coquille. These general policies state that maintenance and improvement of existing roads, railroads, and bridges shall be permitted outright regardless of the designation of the area through which they pass. Further, new bridge crossings are allowable in aquatic areas (other new transportation facilities are not). The Estuarine Task Force recognizes and desires the replacement of the Highway 42S bridge in Coquille.*

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*Personal communication, Sandra Diedrich, Director for the Coos-Curry Council of Governments.

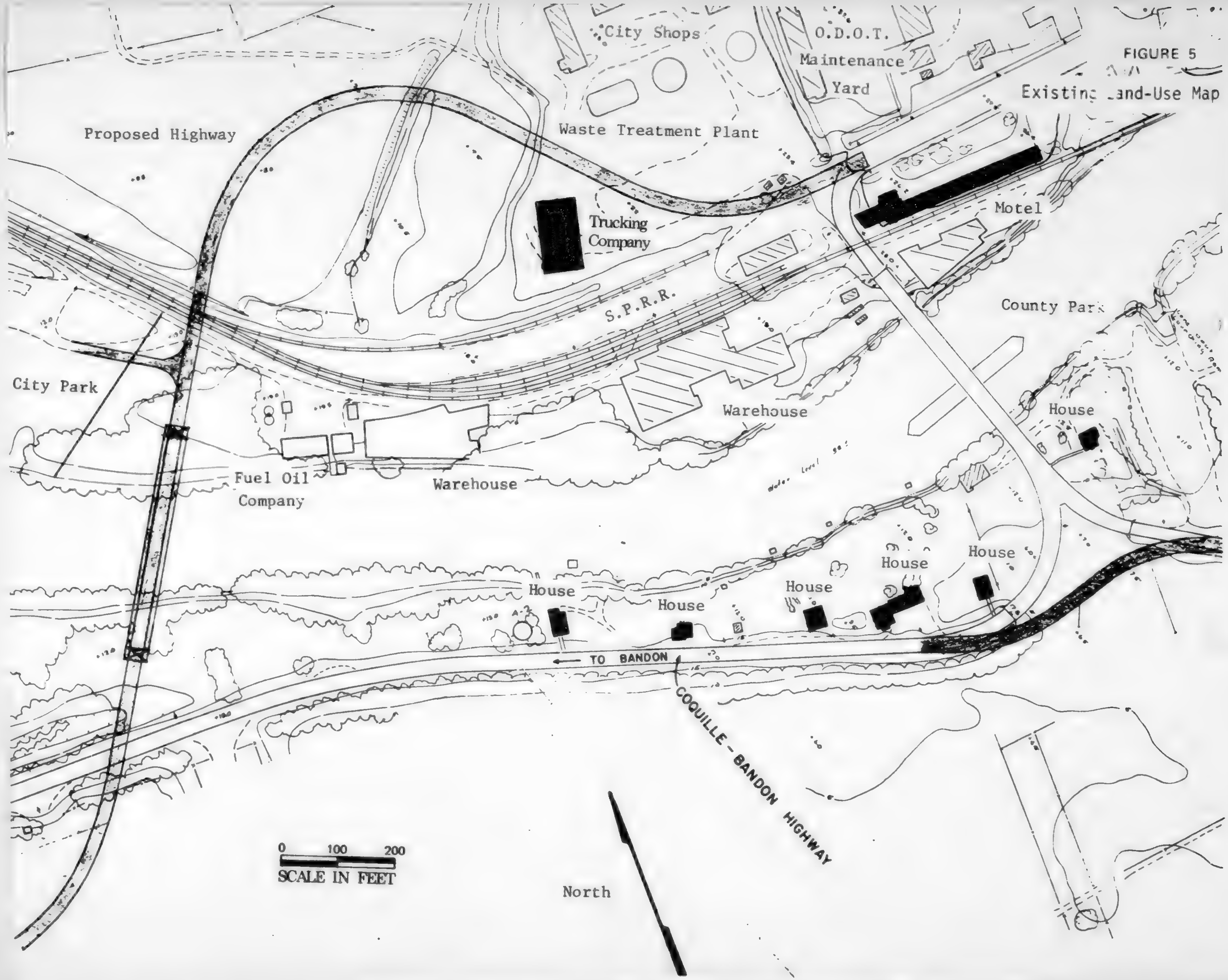


FIGURE 5

Existing Land-Use Map

City Shops
O.D.O.T.
Maintenance
Yard
Proposed Highway
Waste Treatment Plant
Motel
Trucking
Company
S.P.R.R.
County Park
City Park
Warehouse
House
Fuel Oil
Company
Warehouse
House
House
House
House
House
TO BANDON
COQUILLE-BANDON HIGHWAY
0
100
200
SCALE IN FEET
North

Project Conformance with Statewide Planning Goals and Guidelines

The draft Coquille Comprehensive Plan has not yet been acknowledged by the Department of Land Conservation and Development. Staff members of the department, indicated that the agency was awaiting the Coquille River Estuarine Management Plan. The comprehensive plan itself posed no obstacles to approval.

Table 2 shows project conformance with applicable statewide goals. The following is a discussion of goals as presented in the table. Goals not applicable to the project are not discussed.

1. Citizen Involvement: a public hearing was held in conjunction with this environmental assessment. The City of Coquille 1995 Comprehensive Plan, which calls for replacement and/or relocation of the Coquille River Bridge, documents extensive citizen involvement.

2. Land Use Planning: the project will replace an existing facility and provide improved access to the downtown area. Direct and indirect land use impacts would be minimal.

3. Agricultural Lands: the project will traverse approximately 6.7 acres of of Capability Class II-IV agricultural soils that lie outside the Urban Growth Boundary. These soils have limitations because of climate influences and wetness. Only 1.3 acres are being used to raise a cultivated crop, with the remaining 5.4 acres used for pasture.

5. Open, Scenic Historic: the existing Coquille River Bridge is one of four existing swing span bridges in the State of Oregon. It is not eligible for the National Register of Historic Places.

6. Air, Water, Land: the project would have no impact upon air quality. It will have no long-term impact upon water quality. It will have minimal impacts to land resources.

7. Natural Hazards: the project will encroach upon the 100 year floodplain, resulting in a minor loss of flood storage.

8. Recreation: the project would not adversely affect Sturdivant Park. Noise levels would not exceed the 67 dBA federal design levels at the eastern park boundary.

11. Public Facilities: the project will require only routine relocation of utilities.

12. Transportation: this project is specifically called for in both the City of Coquille 1995 Comprehensive Plan and the 1990 Preliminary Traffic and Circulation Element.

13. Energy: as a replacement for the existing bridge, the long term energy impacts of the project are inconsequential. Construction energy impacts are unavoidable, but will occur once only.

TABLE 2

LCDC GOAL CONFORMANCE REVIEW

Goal	Not Applicable	Applicable Consistent	Applicable, Potential Conflicts
1 Citizen Involvement		X	
2 Land Use Planning		X	
3 Agricultural Lands			X
4 Forest Lands	X		
5 Open, Scenic Historic		X	
6 Air, Water, Land		X	
7 Natural Hazards		X	
8 Recreation		X	
9 Economy	X		
10 Housing	X		
11 Public Facilities		X	
12 Transportation		X	
13 Energy		X	
14 Urbanization		X	
15 Greenway	X		
16 Estuary		X	
17 Coastal Shores		X	

14. Urbanization: the project will facilitate access from the south side of the river to the downtown area. Provision of emergency services from downtown to south of the river would be facilitated.

16. Estuary: the bridge replacement would occur on the Coquille River Estuary, which is under the jurisdiction of the Coquille Estuary Management Plan. Both the Comprehensive Plan and the Management Plan recognize the replacement and/or relocation of the Coquille River Bridge. Bridge crossings in aquatic areas are an allowable land transportation facility in the management plan.

17. Coastal Shores: the same comments apply as for number 16, estuary.

Land Use Trends

Since the city was founded, most growth and development has occurred north of the floodplain and to the east and northwest into the surrounding mountains. Growth will continue in these directions. The area directly north of the city limits is becoming urbanized, and industry has grown westward along the river. Growth areas north of the river have been included within the urban growth boundary. Since the urban growth boundary is located at the north bank of the river no development will occur on the agricultural lands to the south of the river.

Impacts

Land use impacts are limited to the immediate right-of-way needs of the project. Current zoning south of the river is agricultural, while the vacant land traversed by the project on the north side is floodplain and open space. The remaining segment is zoned general commercial. Proposals for new county zoning retain existing land uses on both sides of the river. Therefore, the project is not expected to trigger any land use changes.

Right-of-Way Impacts

The project will require about 6.7 acres of agricultural land, 1.3 acres of land in industrial use and three acres of land which is either in use as a road or is vacant. The agricultural land consists primarily of pasture (about 5.4 acres) with a lesser amount (about 1.3 acres) in cultivation. Seasonal flooding and a high water table limit the agricultural value of these lands.

Project right-of-way would not impinge upon Sturdivant Park. The park boundary lies 40' to 140' west of the project right-of-way (see Figure 5).

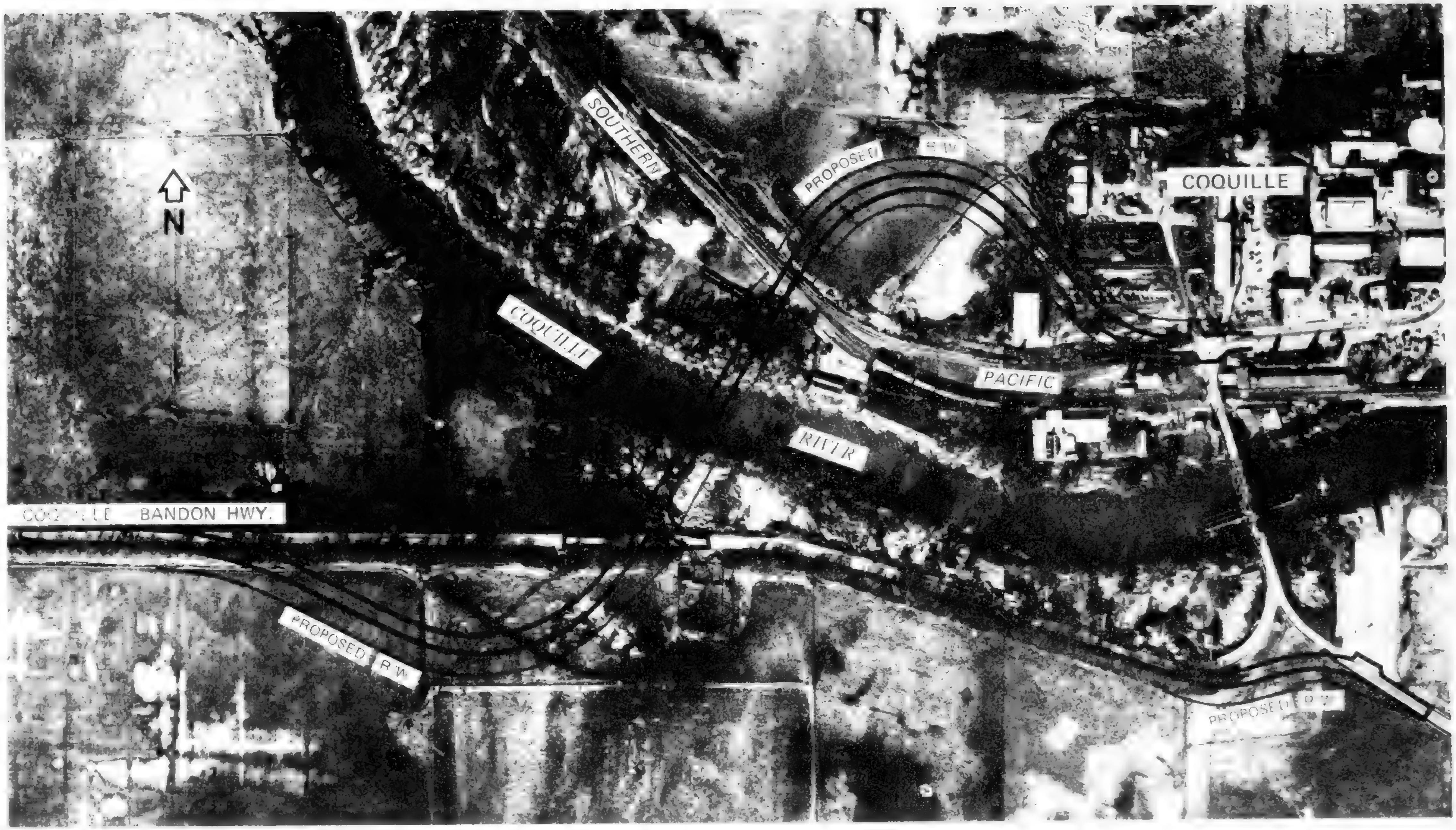
The total right-of-way acquisition for the Build Alternative is approximately 11 acres. A total of six separate tax lots, all partial acquisitions, would be affected. The estimated right-of-way cost for the Build

Alternative is $210,000 (1980 dollars). In accordance with right-of-way acquisition procedures, all properties (land and improvements) are purchased at fair market value.

The proposed alignment contains public utility lines, both above and below ground. Routine coordination with the affected utility and service agencies would be conducted prior to construction.

FIGURE 1

RIGHT OF WAY IMPACTS
ALTERNATIVE 1


N
SOUTHERN
PROPOSED
R W
COQUILLE
COQUILLE
PACIFIC
RIVER
COQUILLE - BANDON HWY.
PROPOSED
R W
PROPOSED R W

ECONOMICS

Affected Environment

The lumber and wood products industry in Coquille employs approximately 40 percent of the work force. Most of these employees work for Roseburg Lumber Company, Georgia-Pacific Corporation, or Westbound Wood Products. Government, one of the fastest growing sectors in Coos County, provides work for almost 30 percent of the working populace, and wholesale and retail trade employs almost 11 percent.

Impacts

Constructing highway improvements involves several direct economic benefits for highway construction and other related industries, including contracts, employment, wages, and profits. Both state and local economies are affected, and both reap economic benefits.

Another monetary effect is the loss to the tax base (converting private land to public land). The effects of this loss, although inevitable, would be negligible for the Build Alternative. The estimated tax base loss resulting from right-of-way acquisitions is shown in Table 3. This loss is negligible, amounting to an equivalent reduction in tax revenue of $2,450. The city's tax rate would be adjusted slightly to restore revenue no longer available from the property tranferred to public ownership.

TABLE 3
Estimated Tax Base Loss

	City of Coquille
Private Property acquired	10 acres
Assessed value of right-of-way ($)	114,000
Annual Tax revenue loss ($)	2,450

The total estimated cost of the Build Alternative is $3,500,000. Table 4 gives a breakdown of right-of-way requirements, displacements, and estimated costs for the Build Alternative:

TABLE 4
Right-of-Way Requirements, Displacements and Estimated Costs

Property Acquisition (acres)	10
Number of Parcels	6
Displacements	0
Cost ($):	
Acquisition	100,000
Total right-of-way cost	100,000

Economic Development Impacts

Since the present bridge limits traffic to legal loads and obliges one-way traffic with large trucks, the new structure would be beneficial to regional economic development by providing a structure with adequate capacity for modern trucks.

However, the project would not immediately alter the economic character of Coquille. Land use and zoning would remain the same and the project would not affect services in the city.

The No-Build Alternative would require no new right-of-way. It would convert no additional property to transportation use. It would prove a hindrance to local and regional economic development insofar as legal load limits and one-way traffic are a hindrance to trucks.

The No-Build Alternative would forfeit the local "multiplier effect" of the expenditures associated with the Build Alternative. Inflation and increasing labor and material costs would make any subsequent transportation improvement proposal more expensive.

The No-Build is in potential conflict with the local economic goals of Coquille and Coos County. The No-Build appears to contradict the city's development plans.

NAVIGATION

Affected Environment

The Coquille River is listed as a navigable waterway by the United States Coast Guard. At one time, the river was navigable up to the City of Coquille. However, this is no longer true due to debris and erosion.*

The United States Army Corps of Engineers has begun a navigation study of the Coquille River. The Corps was consulted concerning the navigational needs and use of this stretch of the Coquille River. Corps personnel stated** that there is no commercial navigation above Bandon. The Corps has authority to dredge a 13-foot deep channel to one mile above the old lighthouse at Bandon (River Mile 1.3) and authority to snag only (no dredging) to the highway bridge at Coquille. Beyond the dredge at the lighthouse, the river is too silted in for commercial traffic, and there are no plans for dredging or commercial navigation beyond this point. The only navigation at Coquille is recreation traffic.

Other than for required annual Coast Guard openings and occasional maintenance openings, the bridge has been opened twice since 1971. These two openings have been for a single fishing vessel making a round trip.

The only known need to open the span at the present time is for a movable pile driver owned by the Georgia Pacific Company.

The existing swing span structure provides unlimited vertical clearance and 100 feet of horizontal clearance when fully opened.

In May of 1979, members of the Port of Coquille Commission met with a representative of the Oregon Transportation Commission to discuss the relationship of the replacement structure to navigational needs. The port members indicated that they were not aware of any river commerce above the existing structure. They were aware of a long time proposal to dredge the river to the head of the tidewater, but this project is not active. The members did not want a structure that would rule out the future possibility of dredging, nor did they want funds expended for a drawspan or high level structure. A pull-out span was deemed adequate.

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* Draft, City of Coquille 1995 Comprehensive Plan.

**Joe Heidel, Plan Formulation Section, personal communication.

Impacts to Navigation

Figure 7 is a preliminary sketch of the proposed structure with a rollout section. The rollout span will provide 40' of horizontal clearance and unlimited vertical clearance. The maximum horizontal width of 40 feet was governed by the weight of the rollout span that could effectively be moved for opening. There is no commercial traffic at present and none planned. There are no dredging operations and the moveable pile driver is 23 feet wide. Therefore, the 40 foot wide rollout span appears to be adequate to handle existing and foreseeable navigational needs.

FIGURE 7

PRELIMINARY SKETCH PLAN OF ROLLOUT SECTION

SIDE VIEW

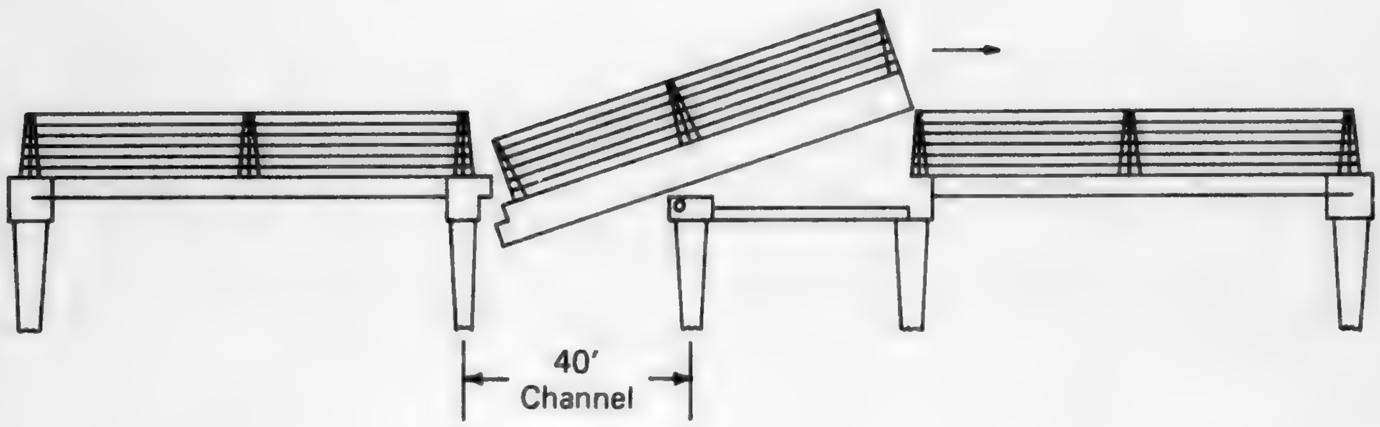
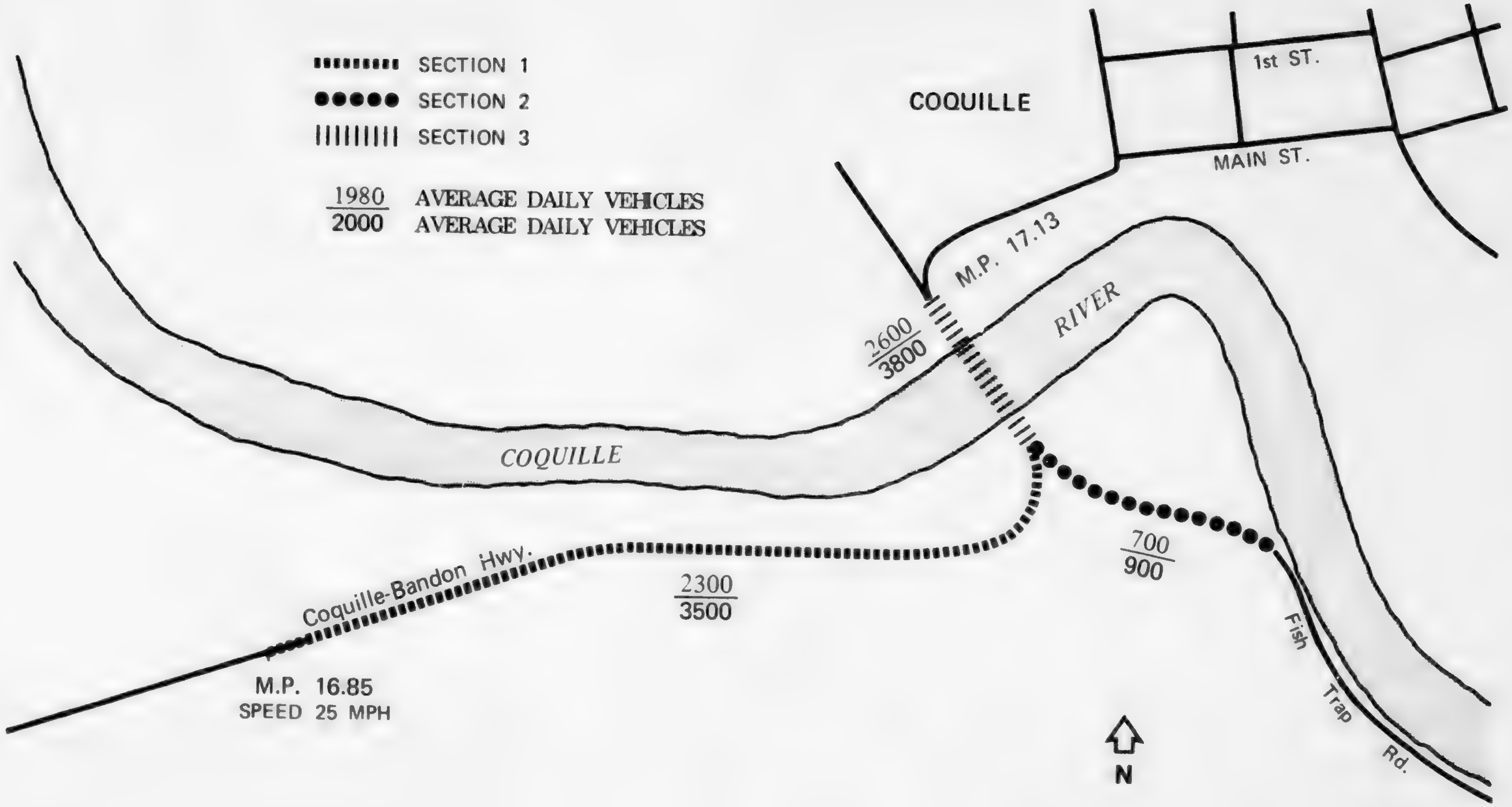
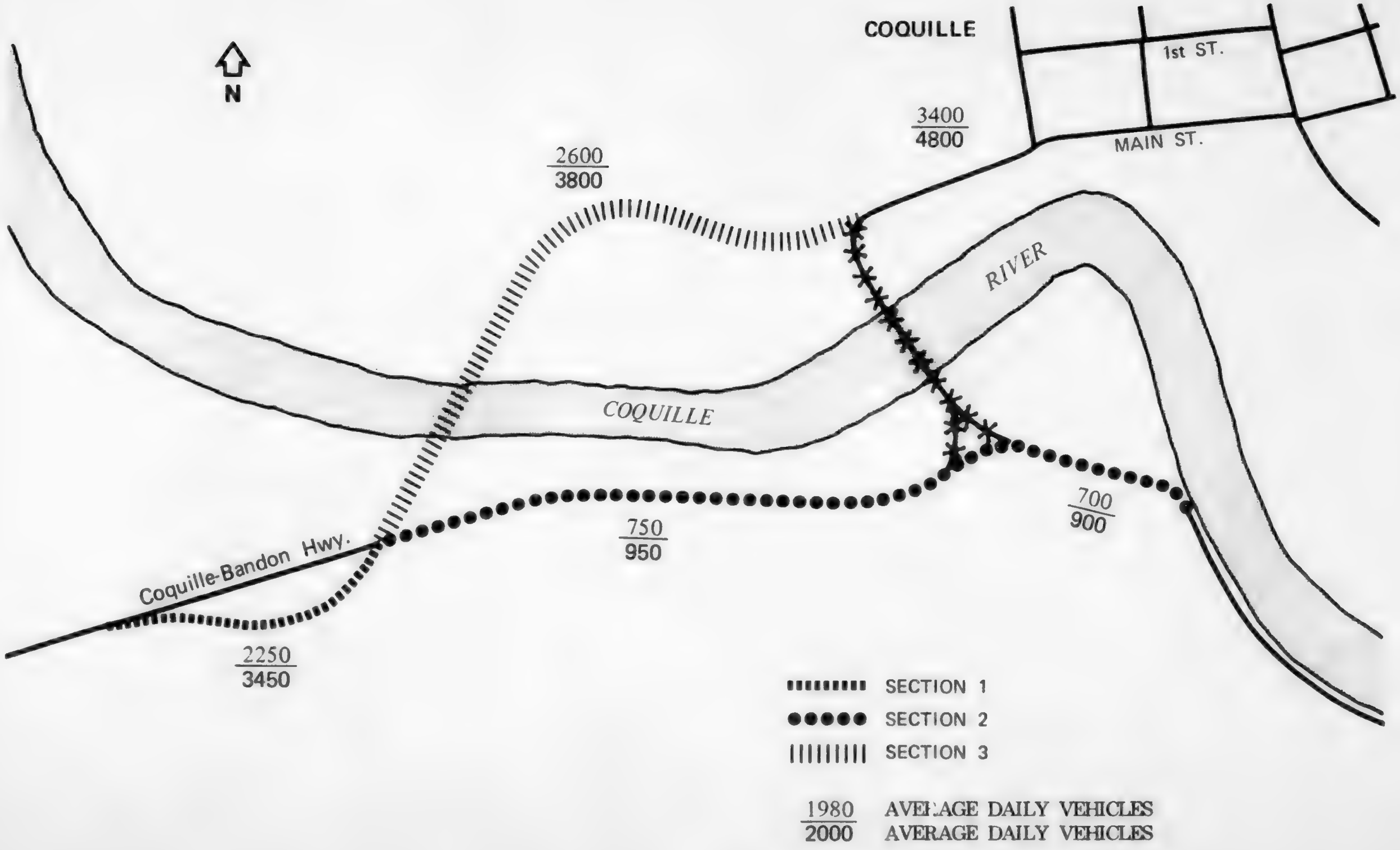


FIGURE 8
EXISTING AND PROJECTED TRAFFIC
NO BUILD ALTERNATIVE



▪▪▪▪▪▪▪▪ SECTION 1
●●●●● SECTION 2
|||||||| SECTION 3
1980 AVERAGE DAILY VEHICLES
2000 AVERAGE DAILY VEHICLES
COQUILLE
1st ST.
MAIN ST.
M.P. 17.13
2600
3800
RIVER
COQUILLE
700
900
Fish Trap Rd.
2300
3500
Coquille-Bandon Hwy.
M.P. 16.85
SPEED 25 MPH
N

FIGURE 9
EXISTING AND PROJECTED TRAFFIC
BUILD ALTERNATIVE


COQUILLE
N
1st ST.
MAIN ST.
3400/4800
2600/3800
RIVER
COQUILLE
700/900
750/950
Coquille-Bandon Hwy.
2250/3450
SECTION 1
SECTION 2
SECTION 3
1980 AVERAGE DAILY VEHICLES
2000 AVERAGE DAILY VEHICLES

TRAFFIC

Affected Environment

Figure 8 shows the traffic on the existing facility. About 2300 vehicles cross the facility daily. The safety hazards associated with the existing structure have been previously discussed.

Traffic Impacts

Figures 8 and 9 show that there are essentially no differences in projected traffic between the Build and No-Build Alternative. However, the safety hazards associated with the present structure would be eliminated.

NOISE

Existing Sound Environment

The primary sound source in the project area is traffic noise from the Coquille-Bandon Highway. Secondary sounds are created by the lumber mill to the east, the Southern Pacific Railroad, and the natural sounds of the area. Land use in the project vicinity is described on pps. 20-21, and is shown on Figure 5.

The city park is not located near the existing highway, but is adjacent to the new proposed alignment. A measurement was taken in the eastern portion of the park. The sound levels ranged from 42-49 dBA. The Leq level was 45 dBA.* Figure 10 will help to put these values into perspective by listing some common sounds and their approximate sound level.

Traffic Noise Analysis

There are two criteria by which traffic noise impacts can be determined:

1) Design Noise Levels - Design noise levels are established according to various types of land use. Activity Category "B" is of special concern since it includes the exterior noise levels at residences, churches, schools, and parks. The design noise level for this category is Leq 67 dBA. Another design noise level of concern is that of Activity Category "E". This level (Leq 52 dBA) applies to the interior spaces of residences, churches, and schools.**

2) Noise Increase Criteria - When the predicted traffic noise substantially exceeds the existing sound levels, by 10 dBA, a traffic noise impact is said to occur.***

Both sets of criteria apply to this report.

Traffic noise projections were made with an FHWA Highway Traffic Noise Prediction Model. This model computes noise levels using automobile volume, truck volume, vehicular speed, and distance from the roadway.

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*The Leq level is an equivalent continuous sound level which would contain the same sound energy as a time varying sound of the same duration. The measurement units are decibels with an A-weighted frequency response (dBA). This measurement unit closely matches the hearing characteristics of the human ear.

**If the building has windows which are opened for ventilation purposes, a difference between the exterior and interior noise levels can be assumed to be 10 dBA. Thus, an interior level of Leq 52 dBA will correspond with an exterior level of Leq 62 dBA.

***Sound level increases of about 3 dBA can be assumed to be the smallest change readily detectable by people. A 10 dBA increase is usually perceived as a doubling of loudness.

FIGURE 10

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS

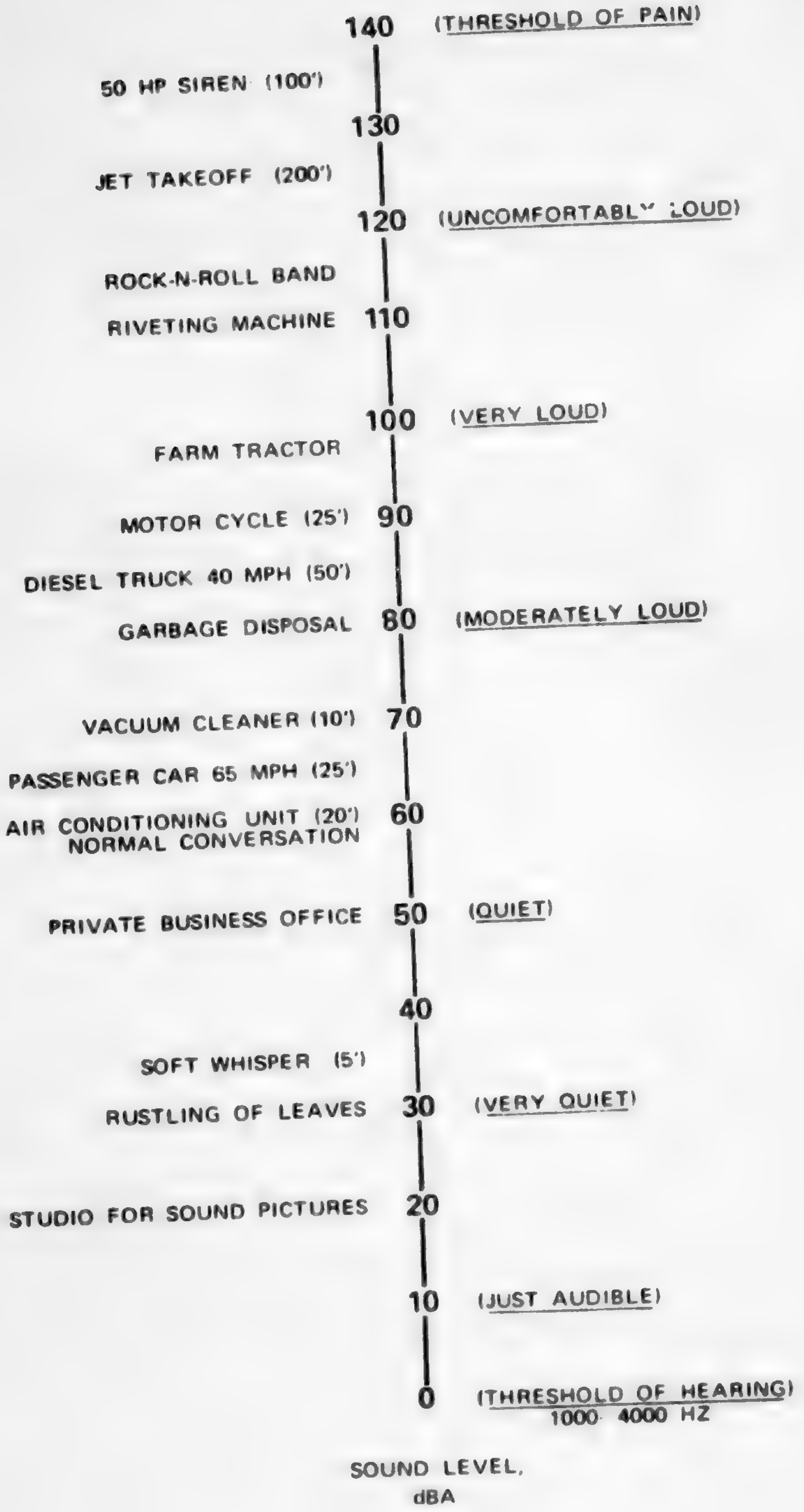
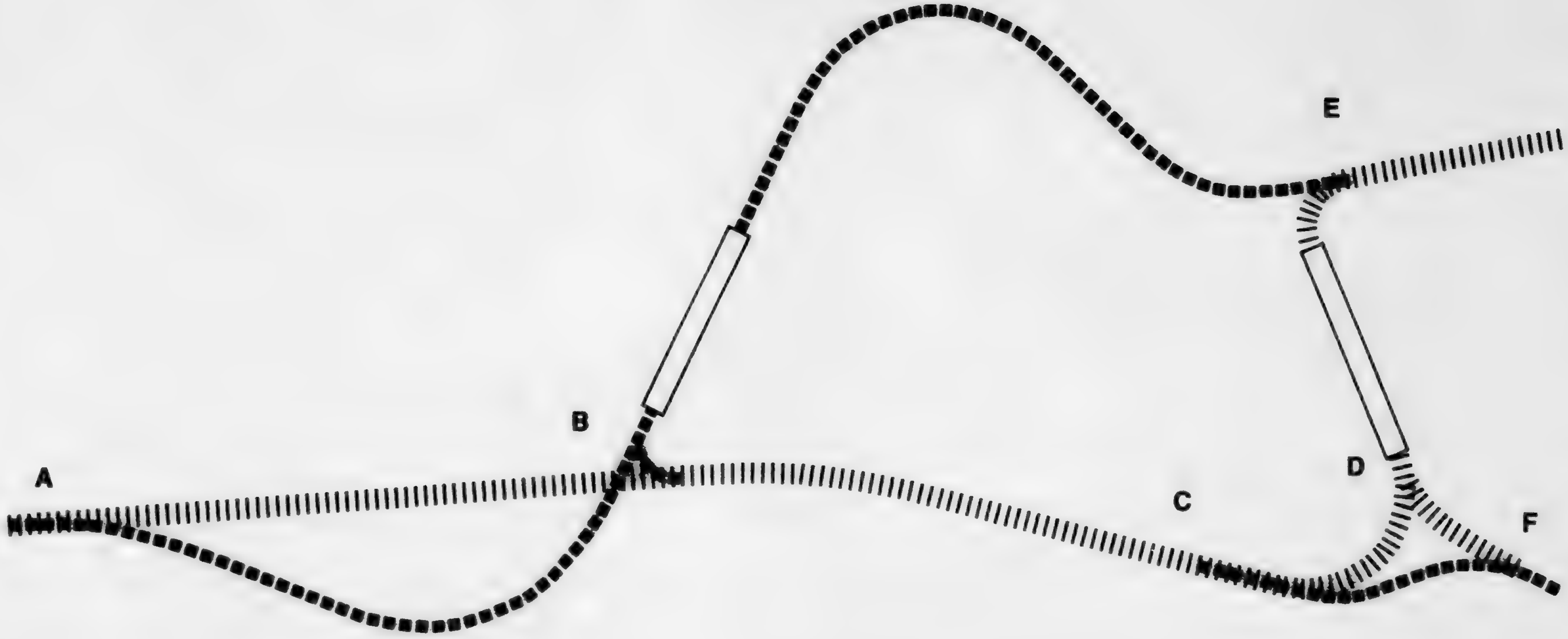


FIGURE 11



The worst traffic noise period of the day was used in the noise analysis. This period is the peak truck hour. Table 5 and Figure 11 show the traffic data for this period. Using these data, the Leq level was calculated for each road section at a distance of 50 feet from road centerline. The calculated Leq levels for the No-Build and the Build Alternatives are shown in Table 6. Table 6 also shows the calculated location of the interior design noise level contour (Leq 52 dBA)* and the exterior design noise level contour (Leq 67 dBA) for residences, motels, and parks.

The Build Alternative will increase the existing sound levels along the new route of the highway. The increase will be caused in part by the higher vehicular speeds associated with the improved alignment. In addition, the new route will introduce traffic noise into presently quiet areas. Bypassed portions of the existing highway will have decreased sound levels.

The number of receptors impacted by traffic noise associated with each alternative is shown in Table 7. This table shows that the Build Alternative will decrease the number of impacted residences from 5 to 0. Both alternatives will impact the motel located near the north end of the existing bridge.

The city park will experience a 13-20 dBA increase in sound levels along its eastern boundary. Noise levels will not exceed the FHWA design noise level of 67 dBA. There are no noise sensitive activities or areas of frequent human use in the portion of the park subject to the noise increase. Therefore, the park will not be impacted by either the No-Build or the Build Alternatives.

Evaluation of Alternative Abatement Measures

Traffic Management

The use of traffic management to reduce traffic noise is not practical. The Coquille-Bandon Highway is part of the state highway system. Vehicle restrictions, modified speed limits, and time-use restrictions would all interfere with the movement of commerce and would not be compatible with the designated use of this highway.

Alternative Road Designs

Changes in the horizontal alignment for the purpose of reducing noise levels does not appear practical. The new alignment would have to be moved at least 130 feet eastward to avoid the significant noise increase at the city park. Such a move would require the relocation of a fuel oil company. In addition, the eastern boundary of the park would still be exposed to a sound level increase of 9 dBA. Though not significant. it would still be perceivable.

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*Assuming windows are open and a 10 dBA difference between exterior and interior sound levels, the level equals an exterior sound level of Leq 62 dBA.

TABLE 5

TRAFFIC DATA

Road Section (Figure 11)	Year	Autos[1]	M. Trucks[2]	H. Trucks[3]	Speed
No-Build Alternative					
ABCD	1984	140	3	20	25 mph
	2000	195	4	27	25 mph
DF	1984	45	1	3	25 mph
	2000	55	1	4	25 mph
DE	1984	155	4	23	20 mph
	2000	205	5	32	19 mph
Build Alternative					
AB	1984	140	3	20	35 mph
	2000	195	4	27	35 mph
BCF	1984	45	1	3	30 mph
	2000	55	1	4	30 mph
BE	1984	155	4	23	35 mph
	2000	205	5	32	35 mph

1) Peak Hour Autos
2) Peak Hour Medium Trucks (six tires)
3) Peak Hour Heavy Trucks (three or more axles).

TABLE 6

PREDICTED TRAFFIC NOISE LEVELS

Road Section	Year	Leq Level at 50 feet	Distance to Interior Design Noise Level	Distance to Exterior Design Noise Level
No-Build Alternative				
S-ABCD	1984	62 dBA	50 feet	25 feet
	2000	63 dBA	65 feet	30 feet
S-DF	1984	54 dBA	less than 20 feet	less than 20 feet
	2000	56 dBA	less than 20 feet	less than 20 feet
S-DE	1984	61 dBA	45 feet	20 feet
	2000	62 dBA	55 feet	25 feet
Build Alternative				
S-AB	1984	65 dBA	75 feet	35 feet
	2000	66 dBA	90 feet	45 feet
S-BCF	1984	56 dBA	20 feet	less than 20 feet
	2000	57 dBA	25 feet	less than 20 feet
S-BE	1984	65 dBA	80 feet	40 feet
	2000	67 dBA	100 feet	50 feet

TABLE 7

TRAFFIC NOISE IMPACTS

	Residences	Motels
No-Build Alternative		
1984	5	1
2000	5	1
Build Alternative		
1984	0	1
2000	0	1

Changes in the vertical alignment for the purpose of mitigating noise impacts do not appear practical. The proposed vertical alignment is designed to allow for the railroad crossing, the park entrance, and the river crossing. Lowering the alignment is not possible. Raising it would not be practical or acoustically effective.

Although the route will increase noise levels at the city park, it will eliminate five residential impacts.

Sound Barriers

The noise impact at the motel cannot be mitigated with a sound barrier. The motel requires direct access to the highway. These accesses would not allow for the design of an effective acoustic barrier.

The noise levels at the city park can not be reduced with a sound barrier. The park entrance, the nearby railroad crossing, and the nearby river crossing would all conflict with the design of an effective barrier. In addition, the area is not presently used for recreational purposes.

Buffer Zones

Any future developments (residences, schools, churches, or parks) located within the distances shown in Table 6 and 7 would be in conflict with FHWA design noise levels. Where practical, future developments should be planned such that noise sensitive activities are located farther from the roadway than those distances shown in the tables.

Construction Noise Analysis

Areas adjacent to the project will be exposed to additional noise emitted by construction equipment during construction. Figure 12 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during project construction. Areas adjacent to the right-of-way line would be exposed to high noise levels during project construction. Residences will be exposed to the noise created by the removal of the existing bridge. The removal will probably require jack hammering of the bridge deck and blasting of the bridge footings. The remaining bridge structure will be dismantled or relocated.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

5. Rock crushing or screening operations performed within 3,000 feet of an occupied dwelling shall block the direct view of the affected dwelling units through the strategic placement of material stockpiles or as directed by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

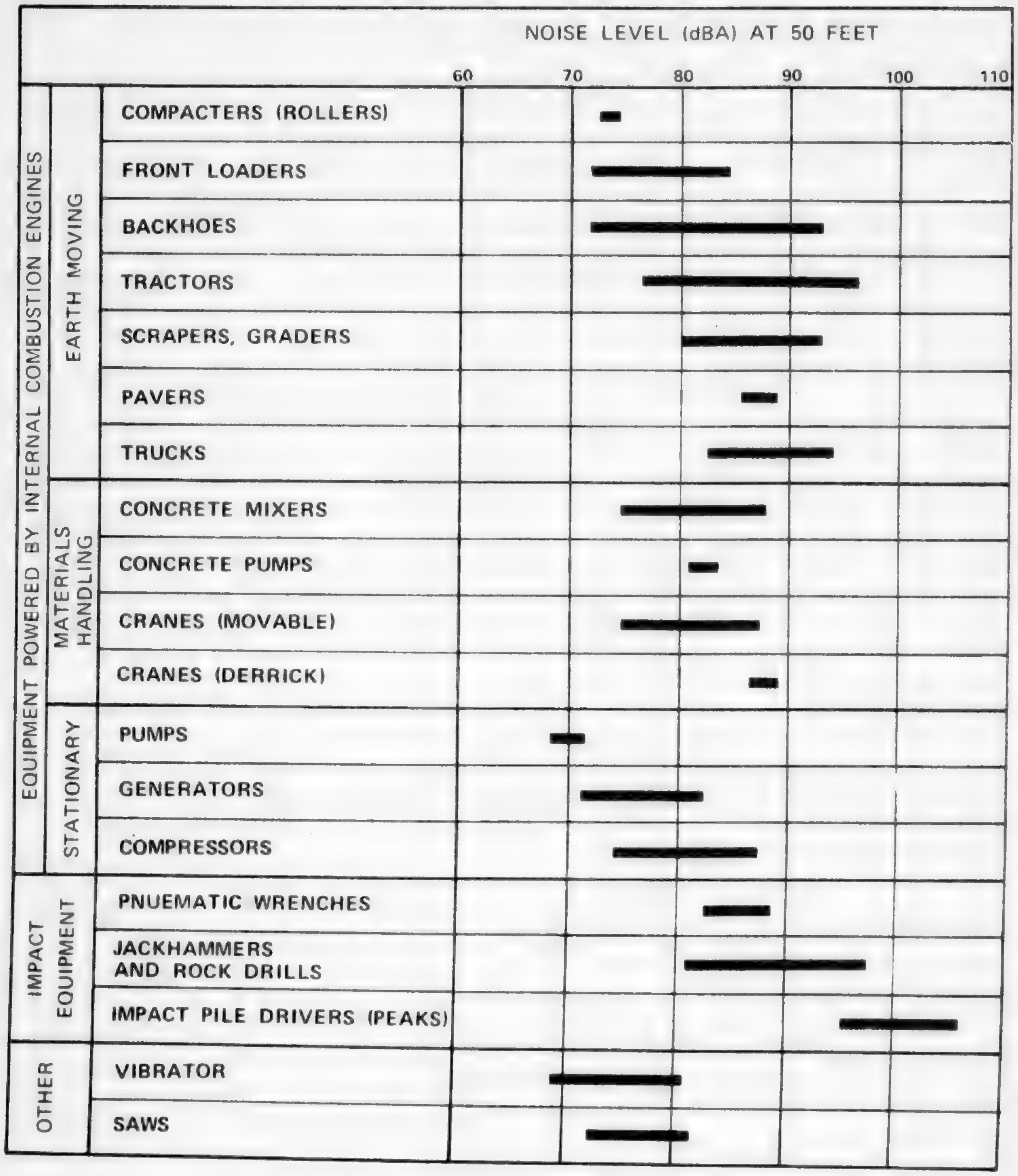
2. Shut off idling equipment.

3. Schedule noise construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be done.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

FIGURE 12
CONSTRUCTION EQUIPMENT NOISE RANGES



AIR QUALITY

Affected Environment

The Coquille area is not expected to have problems with transportation caused pollutants due to the favorable meteorological conditions which exist there. The Coquille area is an "Attainment Area" as categorized by the Clean Air Act Amendments of 1977, which indicates that all pollutants comply with the Air Quality standards.

Environmental Impacts

The Environmental Protection Agency's computer program was used to calculate motor vehicle emission factors.

Carbon monoxide and reactive hydrocarbons would decrease during the first year of operation (1984) and in the year 2000, with both the Build and No-Build alternatives. No ozone impacts are predicted.

Nitrogen oxides, total suspended particulates, and lead would be greater with the Build Alternative than the No-Build. There would be no violation of the Annual Geometric Mean for total suspended particulates in 1984, but the standard may be exceeded in the future. A 35% reduction in total lead emissions from 1980 to 2000 is predicted for the Build Alternative.

Construction Impacts

Carbon monoxide emissions and total suspended particulates will be increased during the time of construction. Due to the extremely low CO concentrations expected during construction, no mitigation is necessary. To mitigate the increased total suspended particulates, dust palliatives, such as watering, will be required to control dust generation.

Project Consistency

Based upon the anticipated reduction in air quality impacts, it is the conclusion of the Oregon Department of Transportation that the proposed project is consistent with the goals of the Oregon Clean Air Act Implementation Plan.

CULTURAL RESOURCES

Affected Environment

Cultural Resources

A survey was taken of all the properties in the vicinity of the project alignment and the criteria of eligibility for the National Register were applied. The State Historic Preservation Office (SHPO) was consulted and concurred with the finding that none of the buildings in the area were eligible for the National Register of Historic Places. One structure in particular, the Coquille River Bridge, was researched for National Register eligibility.

Built in 1921-22, the Coquille River Bridge is one of seven swing spans on Oregon's highway system, and one of the four extant through-truss swing spans on state highways. Six of the remaining swing spans in Oregon may be replaced within the next decade. Because of these features, a request was made to the State Historic Preservation Office for a determination of eligibility to the National Register of Historic Places. Citing the bridge's poor condition, structural inadequacies, and other swing spans in better condition, the SHPO determined the Coquille River Bridge to be ineligible for the National Register.

Archeological Resources

Because of commercial and urban development on the north bank and the fact that the bulk of the project alignment is located in the river floodplain, an archeological survey of the area is not necessary. The floodplain is inundated annually by the Coquille River, and sedimentation has obliterated the potential for surficial cultural deposits.

Environmental Impacts

Cultural Resources

None of the properties in the project area are eligible for the National Register of Historic Places.

Mitigation and Coordination

Since the the Build Alternative has been selected, a photographic survey of the Coquille River Bridge will be made prior to demolition.

The procedures used in determining the historic values of these sites comply with Section 106 of the National Historic Preservation Act and Executive Order 11593.

Cultural Resources Discovered During Construction

In the event that archeological resources are discovered during the construction of the project, appropriate mitigational measures will be followed to insure their identification, evaluation, and disposition.

In the event that an Indian burial is found, the SHPO and the Oregon State Museum of Anthropology will be contacted. These agencies will coordinate with the appropriate Indian organization for transfer of the remains to another grave site. If the construction uncovers fossilized bones or other material of paleontological importance, the State Museum of Anthropology will be notified for appropriate assessment and action.

COMMENTS AND COORDINATION

Public Hearing Summary

A public hearing for the proposal was held at 2:30 p.m., September 30, 1981, in the conference room of the Coos County Courthouse. Forty-one persons were in attendance.

Twenty separate items of testimony were received in response to the proposal, sixteen oral at the hearing and four letters subsequent to the hearing. All of the testimony favored the Build Alternative, and a majority also indicated that the proposal should have a definite tie-in to a re-route of the Coos Bay-Roseburg Highway.

Hearing Comments and Response

This portion of the report is a summary response to the major comments presented in testimony at the hearing.

COMMENT 1: The bridge and north approach should be located and designed to compliment a future re-route of the Coos Bay-Roseburg Highway.

The above comment was expressed by a large number of the participants.

RESPONSE The proposal does, to the extent possible, consider a potential re-route of the Coos Bay-Roseburg Highway.

The scheduling and funding for the proposals makes it necessary that they be identified and designed as compatible though separate entities.

COMMENT 2: The approach curves on the north side of the bridge should be diminished to reduce the right-of-way impacts.

RESPONSE Several factors enter into the location and design of the northerly bridge approach. First, the location of the bridge itself is the prime factor controlling the design of the approach. The bridge must cross the river at near right-angles in order for the proposed roll-out span to function as an opening for navigation.

Secondly, the approach, by crossing the main track of the railroad branch line, will require a new crossing permit from the Southern Pacific Transportation Company and the Public Utility Commission. Criteria considered in the crossing design and permit include: The angle of intersection between the roadway and railroad (right-angle preferred); safe stopping-sight distance approaching the crossing (determined by highway design); and, the view in either direction along the railroad tracks.

Third and last, the safe speed of the highway was used to establish the allowable degree of curvature. The proposed eighteen degree reversing curves with full super-elevation would provide a safe design speed of approximately 35 miles per hour which is acceptable in this urban setting.

Any alterations to the proposed design would decrease the safety and functional capability of the highway.

COMMENT 3: I have seen water four feet deep on those railroad tracks right where your line crosses.

RESPONSE Flooding has and will continue to occur at the proposed railroad crossing site, and four feet of water could have covered the site in the past. The flooding at the crossing site is not considered of major importance since the highway south of the river would also be flooded at the same time.

COMMENT 4: The curvature of the road on both the north and south approaches would isolate some acreage that will not be usable.

RESPONSE This situation will be considered during the right-of-way acquisition phase.

COMMENT 5: The proposal should be modified by moving the proposed bridge downstream with more of an angle to allow the approaches to connect with the existing road without encroaching on private property (see map at the end of transcript).

RESPONSE During the preliminary location phase of the proposal, an alignment similar to the one outlined above was evaluated. It was determined that the proposal would result in several undesirable negative impacts; therefore, it was eliminated from future consideration.

The study alignment crossed the river on an undesirable skew making it difficult and expensive to provide facilities for navigation on the river. Further, the study alignment would have resulted in a substantial encroachment on Sturdivant Park. Lastly, the study alignment crosssed the railroad tracks at an angle such that it would be difficult to provide adequate vehicular protection devices.

COMMENT 6: We need a bypass instead of a bridge; besides, a bypass can be built cheaper than a bridge.

RESPONSE A bypass would be desirable to remove through truck traffic from the streets of Coquille; however, the Coquille River Bridge also needs to be replaced. Scheduling of the projects is outlined in a previous response. The estimated cost for replacing the bridge is $3,500,000 based on 1980 dollars. The cost for a bypass would have an estimated cost almost double this amount.

COMMENT 7: The highway should go over the top of the railroad tracks so there would not be an at-grade crossing.

RESPONSE A design with a grade separation was considered in the preliminary location of the proposal. The design, due to added impacts and costs, is not justified for the minor delays that would occur during train movements.

COMMENT 8: The old bridge should be retained for pedestrian and bicycle use.

RESPONSE There are several reasons why it is not feasible. The cost of maintaining the bridge in a safe condition would be disproportionate to the probable usage. The swing span of the bridge would have to be maintained in operating condition to ensure navigational requirements on the river. This then would require the opening of two bridges for marine traffic on the river. The bridge would continue to collect debris during periods of high water on the river.

COMMENT 9: The radius of the curve on the southerly bridge approach should be reduced to lessen the impact to the agricultural lands. There appears to be no need for curvature that would accomodate speeds up to 65 miles per hour.

RESPONSE The curvature on both approaches is based on two requirements. First, the placement of the bridge has to be at near right-angles to the river for a roll-out span to function. Second, the curvature of the alignment must meet acceptable standards for a Class A2 highway. The 13 degree 45 minute curve on the southerly approach will provide a safe speed of 41 miles per hour for traffic.

COMMENT 10: There is no need for the bridge to have an opening span as there are no boats and the piledrivers are laid down when they go through.

RESPONSE The Coquille River is identified as a navigable waterway from the Pacific Ocean to river mile 36.3 near Myrtle Point. Present U.S. Coast Guard regulations mandate that new structures over navigable waterways provide for marine traffic. Inclusion of the roll-out span feature in the bridge design responds to this requirement.

Oregon Department of Fish and Wildlife

COMMENT 11: The Oregon Department of Fish and Wildlife has no objection to the Coquille River Bridge Replacement Project in Coos County. The construction timing and methods appear to be acceptable. However, actual construction activities should be closely coordinated with Bill Mullarkey, District Fish Biologist. Mr. Mullarkey can be contacted at 300 5th Street Bay Park, Coos Bay, Oregon 97420, telephone number 269-1200. This close coordination will help to avoid unnecessary adverse fish and wildlife impacts from construction related activities.

RESPONSE Construction activities will be coordinated with District Fish Biologist.

Division of State Lands

COMMENT 12: If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterways(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

RESPONSE Comment noted.

United States Department of the Interior

COMMENT 13: Based on the information submitted, we do not foresee major impacts on the fish and wildlife resources of the area. However, maintaining fish and wildlife populations and habitats in an urban environment should be encouraged. It is our belief that proper guidelines and selected mitigative measures should be coordinated with any comprehensive plan that you subsequently adopt. The final document should also consider all practicable means and measures that could best satisfy identified needs while at the same time protecting, preserving, and enhancing the quality of the environment, restoring environmental quality previously lost, and minimizing and mitigating unavoidable adverse effects.

RESPONSE Mitigative measures have been proposed in the document which address geological, floodplain, water quality and wetlands impacts. These measures will adequately safeguard natural resources in the area.

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Coquille River Bridge Replacement

DATE: 10-9-81

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ENVIRONMENTAL SECTION
October 15, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
Alfred Shirley
Gerald Parker
Bill Brown

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

8100 [illegible] 50

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay F. Wilcox
A-95 Coordinator

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

OCT 09 1981

PNRS STATE REVIEW

Project #: 8108 2 450 Return Date: SEP 18 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

COMMENTS ATTACHED.

Agency Fish & Wildlife By James A. Hunter
Phone Number 229-5679

PNRS 8108-2-450

The Oregon Department of Fish and Wildlife has no objection to the Coquille River Bridge Replacement Project in Coos County. The construction timing and methods appear to be acceptable. However, actual construction activities should be closely coordinated with Bill Mullarkey, district fish biologist. Mr. Mullarkey can be contacted at 300 5th Street Bay Park, Coos Bay, Oregon 97420, telephone number 269-1200. This close coordination will help to avoid unnecessary adverse fish and wildlife impacts from construction related activities.

We appreciate the opportunity to review and comment on this project.

cc: Bill Mullarkey

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
AUG 25 1981
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 8108 2 450 Return Date: SEP 18 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

Phone Number 378-3805

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Division of Ecological Services
Portland Field Office
727 N.E. 24th Avenue
Portland, Oregon 97232

Reference: ES

September 17, 1981

ENVIRONMENTAL SECTION
September 24, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Dale Wilken
Alfred Shirley
Gerald Parker
Wally Bryant
Bill Brown

Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Highway Division
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

This responds to your notice of August 21, 1981 requesting our review of the Coquille River Bridge Replacement Environmental Assessment. The following is for your information only and does not constitute formal comments of the Fish and Wildlife Service or the Department of the Interior on this activity.

Based on the information submitted, we do not foresee major impacts on the fish and wildlife resources of the area. However, maintaining fish and wildlife populations and habitats in an urban environment should be encouraged. It is our belief that proper guidelines and selected mitigative measures should be coordinated with any comprehensive plan that you subsequently adopt. The final document should also consider all practicable means and measures that could best satisfy identified needs while at the same time protecting, preserving, and enhancing the quality of the environment, restoring environmental quality previously lost, and minimizing and mitigating unavoidable adverse effects.

Once an alternative has been selected, please send us any additional information, including the wetlands finding. This will help us to expedite any subsequent permit review that may be warranted.

We appreciate having had the opportunity to review this environmental assessment.

Sincerely yours,

Russell D. Peterson

Russell D. Peterson
Field Supervisor

cc:
EPA DEQ
NMFS DSL
ODFW

CONSERVE AMERICA'S ENERGY

Save Energy and You Serve America!

APPENDIX

LETTER FROM STATE HISTORIC PRESERVATION OFFICE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

November 12, 1980

In Reply Refer to
File No.:

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310

ATTN: Maxine Banks

Dear Mr. Dykman:

RE: Coquille River Bridge
Coos County

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:nmw

Form 734-3122

[illegible]
- Tom
- Pete
Filing

STATEMENT OF THE OPINION OF THE OREGON STATE HISTORIC PRESERVATION OFFICER CONCERNING THE ELIGIBILITY OF A PROPERTY FOR INCLUSION IN THE NATIONAL REGISTER.

I understand that the Oregon Department of Transportation is requesting the opinion of the State Historic Preservation Officer concerning the eligibility of The Coquille River Bridge for inclusion in the National Register and that my opinion may be submitted to the Secretary of the Interior with a formal request for a determination of eligibility on this property. This statement confirms that I have been consulted as part of the determination of eligibility procedures.

---(1) In my opinion, the property is eligible for inclusion in the National Register.

X--(2) In my opinion, the property is not eligible for inclusion in the National Register.

---(3) I have no opinion and prefer to defer to the opinion of the Secretary of the Interior.

Justification and comments: The Coquille River Bridge (1921-1922) at Coquille, Coos County, Oregon, is one of seven swing spans now standing on the Oregon Highway System, and while its date of ~~construction is toward the earlier end of the period~~ during which swing spans were most commonly constructed in the state, namely ca. 1914-1940, it is not the oldest of those remaining. The Coquille River Bridge at Coquille has the longest swing span (255') of the four through truss spans ~~in the resource category, but it is not otherwise~~ distinguished. In our opinion, it does not meet the criteria of the National Register of Historic Places.

SIGNED:
Deputy Oregon State Historic Preservation Officer

DATE: January 22, 1981

CCN 17-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 27, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Oregon Project F-50(2)
Coquille River Bridge
Coos County

We have received a copy of Supplemental Agreement No. 2 to the OBEC consultant contract on this project. This supplement to agreement No. 8098 was executed on March 7, 1984. We have no record of Supplemental Agreement No. 1.

In order to verify eligibility of these supplements for Federal participation please forward for our review, a copy of the support data showing the changes in scope of work and identification of added costs and/or fees involved.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)

RECEIVED
STATE HWY ENGR
AUG 28 '85
REFER TO
Bothman
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FOR

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Potter - Act

NOTED
ROBERT N. BOTHMAN

August 20, 1985 ENV

NOTED
E. S. HUNTER

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District
Corps of Engineers
Post Office Box 2946
Portland, OR 97208

Subject: Coquille River Bridge, Coquille-Bandon Highway
Coos County - Permit Application 071-OYA-4-005774

Since this permit application was sent to you on March 21, 1985, we have maintained that full mitigation for the loss of wetlands due to this project is not justified. In a letter to Colonel Friedenwald dated July 3, 1985, we indicated the permit should be issued because the benefits from the project would outweigh the nonsignificant loss of wetlands. We also indicated that we were willing to consider a mitigation plan for the Coquille Reroute project that includes measures to reduce wetland habitat losses caused by the Coquille River Bridge project.

Subsequent to the July 3 letter, staff has had further discussion with Bob Maury of your staff. Bob was informed that we would develop a mitigation plan for the project. This plan was to address the amount of mitigation possible within existing right-of-way boundaries and other mitigation possibilities in onjunction with the future Coquille Reroute project. We have completed our review and find that the 6.4-acre wetland loss can be offset within the proposed right-of-way for this project. Mitigation beyond that possible on this project is therefore not part of the mitigation plan.

Ironically, our evaluation shows that the re-establishment of wetlands within right-of-way boundaries will actually improve biological conditions in the project vicinity. We had not drawn this conclusion three years ago when the wetlands finding was prepared because it was our position then that the impacts were not significant and mitigation was not called for.

Attached for your use is a supplement to the wetlands finding contained in the October 1982 Finding of No Significant Impact for this project. This supplement constitutes the Highway Division's mitigation plan for wetlands removed by the project. The plan has been approved by the Federal Highway Administration and should satisfy concerns raised by the Environmental Protection Agency and U.S. Fish and Wildlife Service. We hope this information will allow you to approve our permit promptly. We need to contract this project by September. Your cooperation will be greatly appreciated.

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

E. S. Hunter
Acting State Highway Engineer

Attachment

cc: Dale E. Wilken (w/att.)
Robert S. Burd "
Russell D. Peterson "
John Mikesell "

bc: D. O. Christensen
W. J. Hart
Jim Gix
C. M. Gilmour

CMG:leb srm

SUPPLEMENT TO WETLANDS FINDING/MITIGATION PLAN
COQUILLE RIVER BRIDGE
August 1985

The purpose of this report is to outline plans for mitigation and include new data relating to design changes.

IMPACTS

The south approach to the proposed bridge has been changed to move access to the old highway farther from the bridge; however, the total area of wetlands affected is essentially unchanged, at 6.4 acres. Most of the wetlands to be filled (5.0 acres) are in diked pasture lands, which are meadows of limited biological diversity. Areas like these are now widespread in the Coquille valley, resulting from conversion of forest lands to agricultural uses. Because of this, the impact is not significant.

The other wetlands directly affected are forested swamps, most of them occurring on the highway fill slopes. These narrow belts of alder and willow developed through natural means since the present highway was built. A small area of swamp near undeveloped Sturdivant Park (0.3 acres) will also be impacted. The total area of forested swamp to be filled is 1.4 acres.

MITIGATION

The recent design modification calls for a longer bridge, thus reducing the amount of fill close to the river bank. In addition, fill slopes will be as steep as possible, to reduce wetlands impacts. Slopes are planned to be 2:1 or 3:1.

Several types of mitigation are planned. As a standard construction procedure, unneeded parts of the existing highway will be obliterated. This will permit natural revegetation on 0.3 acres of area now in pavement. Because of the high water table, alder, willow and ash will establish within a few years.

Most of the replacement wetlands will be established by natural processes on lower fill slopes. These will be similar to the present forested highway slopes, with a width of about 20 feet. The new forested swamps will total 3.3 acres. Although most of the lower slopes will develop shrub and tree cover naturally, project plans include 180 western red cedar trees to be planted near the south bridge approach.

Besides facilitating the creation of wetlands, ODOT will also improve wetlands which lie between the new fill slopes and the right-of-way lines. These meadow wetlands, generally 15 to 30 feet wide, will increase in habitat value by being fenced off. Both diversity and productivity are expected to improve. The total area of enhanced wetlands will be 2.8 acres, including the area between the access road and bridge approach.

The total mitigation area will consist of 6.4 acres, including 3.6 acres of replacement and 2.8 acres of improvement. All of this will be accomplished within the right-of-way limits of the project. The project will result in a net long-term gain in forested swamp of approximately 5 acres, while low-grade meadows will decline by the same amount. The result is biologically beneficial because it represents a shift toward the higher value wetlands originally found in this area. For this reason further mitigation is not proposed.

8/19/85
Approval Date

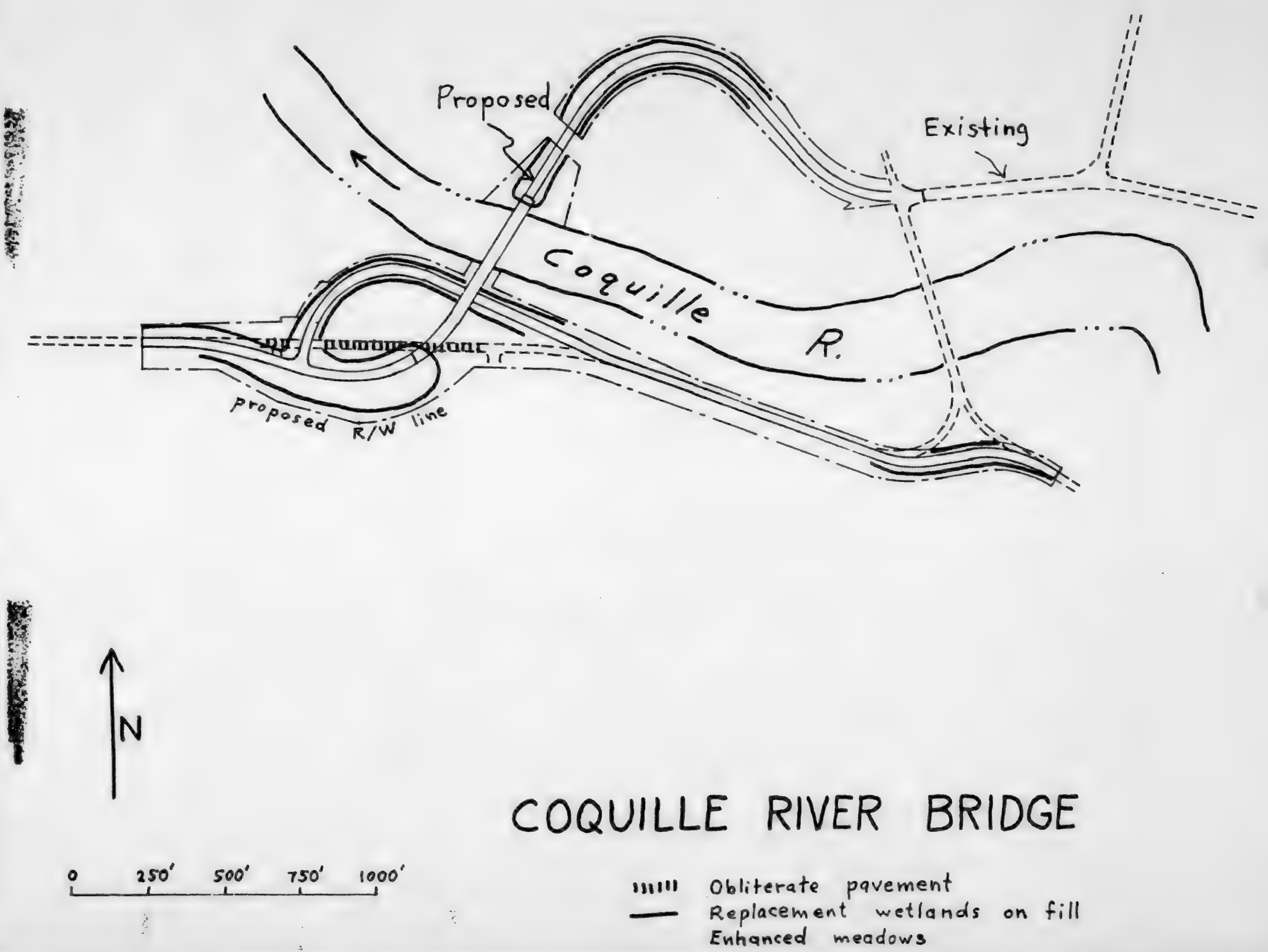
Robert B Hathaway
Federal Highway Administration Official

SUMMARY

Wetlands Impacts	Acres
Meadow	5.0
Forested Swamp	1.4
TOTAL	6.4

Mitigation	Acres
Revegetation on fill slopes	3.3
Obliteration of pavement	0.3
Enhancement of meadow wetlands in project	2.8
TOTAL	6.4

COQUILLE RIVER BRIDGE


Proposed
Existing
Coquille R.
proposed R/W line
N
0
250'
500'
750'
1000'
IIIIII Obliterate pavement
— Replacement wetlands on fill
Enhanced meadows

Federal Emergency Management Agency
Region X Federal Regional Center Bothell, Washington 98021-9796

AUG 16 1985

Commander
Thirteenth Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

NOTED
E. S. HUNTER

CC [illegible]
[illegible]

Dear Sir:

On July 11, 1985 I commented on your Public Notice No. 85-N-15 for a new highway bridge across the Coquille River near Coquille, Oregon. I had posed the question of whether or not this bridge proposal would cause a rise in the flood water surface elevation of the Coquille River.

On August 14, 1985 I received a letter from Mr. E.S. Hunter, P.E., P.L.S., Acting State Highway Engineer, Oregon State Department of Transportation, with copies of a statement from CH_2M-Hill in Portland indicating that the bridge proposal had been analyzed relative to its hydraulic effect on flood waters and was shown to cause no rise in water surface elevations. Therefore, my question has been answered and this Agency is satisfied that the proposed bridge will have no negative impact on the flooding characteristics of the Coquille River.

This Agency appreciates the opportunity to comment on this project and looks forward to future opportunities. If you have additional questions regarding this project or its impact on the flood plain, I can be reached at (206) 483-7285.

Sincerely,

Carl L. Cook, Jr.
Natural and Technological
Hazards Division

RECEIVED
STATE HWY ENGR
AUG 19 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc: Dave Maurer, DLCD, Salem
✓ E.S. Hunter, Oregon Dept of Transportation, Salem
John Higgens, Coquille Public Works, Coquille
Bill Grile, Coos County Planning Dept, Coquille
Bob Mowry, Portland District Corps of Engineers

GENERAL FILES

August 12, 1985

Carl L. Cook, Jr.
Natural and Technological Hazards Division
Federal Emergency Management Agency, Region X
Federal Regional Center
Bothell, WA 98021-9796

ENV

SUBJECT: Coquille River Bridge
Coquille - Bandon Highway
Coos County
Public Notice No. 85-N-15

I am responding to your comment made on Public Notice No. 85-N-15 concerning Coast Guard approval on the location and plans for a new highway bridge across the Coquille River at M.P. 24.3. You asked that the Coast Guard provide you with some assurance that the project complies with the locally adopted floodplain management requirements pursuant to the requirements of the National Flood Insurance program. I have chosen to respond directly to you rather than through the Coast Guard.

The Highway Division, through OBEC Consulting Engineers, commissioned the firm of CH2M Hill to conduct a back-water analysis for the proposed bridge. This analysis used the same modeling that was used by CH2M Hill in preparing the mapping for the Coquille area flood insurance study. The analysis shows that the proposed bridge will have no impact on Coquille River flood levels. I have enclosed a copy of the results of this analysis for your information.

We have been attempting to secure the necessary permits for this project since March of this year. Further delays in issuing these permits will jeopardize our ability to commit federal funds as planned this federal fiscal year. We would appreciate your prompt acknowledgement to the Coast Guard of our finding that floodplain encroachment will not have an effect on Coquille River flood levels. If you reply to the Coast Guard in writing, we would appreciate a copy of your response.

E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

Enclosure

cc: Dale Wilken
John Mikesell
Dave Maurer, DLCD

ESH:CMG:cm

bc: Cam Gilmour
Walt Hart
Jim Gix

B.U. 8/2

Federal Emergency Management Agency
Region X Federal Regional Center Bothell, Washington 98021-9796

JUL 11 1985

Commander
Thirteenth Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Gentlemen:

This is in comment to your Public Notice No. 85-N-15 for a new highway bridge across the Coquille River near Coquille, Oregon.

Both the City of Coquille and unincorporated Coos County are participants in the National Flood Insurance Program. FEMA has provided a detailed flood hazard study for that portion of the Coquille River where the proposed bridge and approaches would be placed. One component of the Flood Insurance Study was the delineation of the regulatory floodway along the river. Within this area, both communities are required to restrict all types of development which would cause any rise in floodwater surface elevation. We are concerned about the encroachment effect of the bridge proposal.

I would appreciate it if your office could provide FEMA with some assurance that this project is in compliance with locally adopted flood plain management requirements pursuant to the requirements of the National Flood Insurance Program.

If you have any questions, please contact me at (206) 483-7285.

Sincerely,

Carl L. Cook, Jr.

Carl L. Cook, Jr.
Natural and Technological
Hazards Division

cc: Dave Maurer, DLCD, Salem

RECEIVED
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CH2M
HILL
engineers
planners
economists
scientists

June 29, 1984

P8100.60.04

Mr. Jared Smith
OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

Dear Mr. Smith:

Subject: Backwater Analysis for Proposed Highway 42S Bridge Relocation at Coquille

The backwater analysis of the proposed State Highway 42S bridge relocation at Coquille in Coos County has been completed. The effect on the regulatory floodway of removing the existing bridge over the Coquille River and replacing it 1,470 feet downstream has been evaluated. The bridge relocation will have essentially no impact on the base 100-year flood elevations or the regulatory floodway.

The existing computer model for the Coquille River at Coquille, developed for the Coos County Flood Insurance Study, did not include any bridge coding for the existing bridge. To determine the impact of removing this bridge, two sections were added just upstream of the bridge and two sections were added just inside each bridge face to model the bridge piers. Cross section data for the area near the bridge were taken from a cross section at the old bridge prepared by OBEC. The bridge deck was not coded because it is mostly above the 100-year flood level, and the timber piling under the bridge approaches was accounted for by increasing the Manning's roughness factors. Including this coding for the existing bridge had no impact on either the base 100-year flood elevations or the regulatory floodway.

To determine the impact of the proposed bridge, four cross sections were added at the proposed crossing. Two sections including the approach embankments were added just upstream and downstream of the proposed bridge and two sections including the approach embankments and piers were added just inside each face of the bridge. Cross section data for the channel and embankments were taken from the proposed bridge

cross section prepared by OBEC. At the existing bridge, the pier coding was removed and the existing road embankment was changed to correspond with the new road alignment.

As shown in the attached table and summary computer files, the bridge relocation had essentially no impact on the base 100-year flood elevations or the regulatory floodway. These results are reasonable because of the extensive floodplain area south of the Coquille River and Highway 42S. At the 100-year flow of 111,000 cubic feet per second, approximately 95 percent of the flow would pass through this floodplain area and only 5 percent would be affected by the bridge relocation.

A partial copy of the Coos County Flood Boundary and Floodway Map Panel No. 6 has been attached to show the location of the proposed highway realignment and the added cross sections.

This letter and its attachments should be submitted to Coos County and FEMA for their review and approval.

Very truly yours,

Carla Haake

Carla Haake, P.E.
Water Resources Engineer

Attachments

Hydraulic Effect of the Proposed State Highway 425 Bridge Relocation

	Base Flood Water Surface Elevation			
	With Floodway		Without Floodway	
Section	Existing	Proposed	Existing	Proposed
C/120	21.4	21.4	20.4	20.4
D/130	21.5	21.5	20.5	20.5
131	*	21.5	*	20.5
132	*	21.5	*	20.5
133	*	21.5	*	20.5
134	*	21.5	*	20.5
136	*	21.5	*	20.5
139	*	21.5	*	20.5
E/140	21.5	21.5	20.5	20.5
F/150	21.5	21.5	20.5	20.5

---

*Additional section not included in original analysis.

Federal Emergency Management Agency
Region X Federal Regional Center Bothell, Washington 98021-9796

JUL 11 1985

Commander
Thirteenth Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Gentlemen:

This is in comment to your Public Notice No. 85-N-15 for a new highway bridge across the Coquille River near Coquille, Oregon.

Both the City of Coquille and unincorporated Coos County are participants in the National Flood Insurance Program. FEMA has provided a detailed flood hazard study for that portion of the Coquille River where the proposed bridge and approaches would be placed. One component of the Flood Insurance Study was the delineation of the regulatory floodway along the river. Within this area, both communities are required to restrict all types of development which would cause any rise in floodwater surface elevation. We are concerned about the encroachment effect of the bridge proposal.

I would appreciate it if your office could provide FEMA with some assurance that this project is in compliance with locally adopted flood plain management requirements pursuant to the requirements of the National Flood Insurance Program.

If you have any questions, please contact me at (206) 483-7285.

Sincerely,

Carl L. Cook, Jr.

Carl L. Cook, Jr.
Natural and Technological
Hazards Division

cc: Dave Maurer, DLCD, Salem

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Gilmour & Christensen
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO
FOR

In Reply Refer to
File No.:
LOC

July 3, 1985

Colonel Robert L. Friedenwald District Engineer
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

RE: Coquille River Bridge Project
Coquille - Bandon Highway
Coos County
Application for Department of Army Permit

Dear Colonel Freidenwald:

We have reviewed the comment letters you received form the U.S. Fish and Wildlife Service and the Environmental Protection Agency on the subject permit application. In response, we believe that the project as proposed meets the requirements of Executive Order 119900 and the requirements of 33 CFR Part 320.

The Finding of No Significant Impact approved by the Federal Highway Administration on August 30, 1982, concluded that the Environmental Assessment prepared for the proposed project adequately and accurately discussed the environmental issues and impacts of the proposed project. The wetlands finding that was part of the Environmental Assessment concluded that there were no practicable alternatives to the construction in wetlands and that the project includes all practicable measures to minimize harm.

We cannot agree with the Environmental Protection Agency that the project does not comply with 404(b)(1) guidelines (Section 230.10(d)). This project has undergone extensive development involving the preparation of an Environmental Assessment, agency review, a public hearing, and an issuance of a Finding of No Significant Impact by the Federal Highway Administration. The environmental review process did not produce the concerns now being raised at the permit phase. The U.S. Fish and Wildlife Service was supplied a copy of the Finding of No Significant Impact in September of 1982. Since no reaction to the wetlands findings was received, we assumed the project should be developed as proposed in the Environmental Assessment.

We do not believe it is in the public interest to deny or delay issuing this permit. Transporation benefits derived from this project outweigh the non-significant loss of wetlands. The existing bridge is old, worn-out and has a very low sufficiency rating; it is in need of replacement at the earliest possible time. This fact is well-documented in the Environmental Assessment.

We are willing to consider a mitigation plan for the Coquille Reroute project that includes measures to reduce wetlands habitat losses caused by the Coquille River Bridge project. Project development and environmental work on the Coquille Reroute project is just beginning. You can be assured that should additional mitigation on the Coquille Reroute project be reasonable, perhaps in conjunction with the development of borrow pits, supplementary mitigation will be pursued. This can be addressed in the Draft Environmental Impact Statement for the Reroute project.

In conclusion, we urge you to issue a Department of the Army permit for the subject project. We believe the project is consistent with the applicable regulations. In this respect, the project has been properly developed and wetlands mitigation has been weighed in relationship to other objectives this project hopes to archieve. Further delay is not in the public interest. Your prompt issuance of the subject project will be greatly appreciated.

Sincerely,

Bob Pool

bc: E. S. Hunter
D. O. Christensen
Jim Gix
W. J. Hart
C. M. Gilmour
D. E. Keyes
D. E. Wilken

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-50(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Coos
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80167
6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 28, 1985
8. FEDERAL ROUTE NUMBER Primary 50
9. STATE ROUTE NUMBER Secondary 244
10. GENERAL LOCATION:
Coquille River Bridge (Coquille) #00598-244-01708
11. GENERAL DESCRIPTION OF WORK
Structure
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-27-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $3,271,920; Federal Funds $2,617,535.

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO Potter
FOR

info	Inves	R/D	U/R	Sign	Act	File

Orig to
7/5

14. DATE 6-28-85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Coni 19-1
Coquille

June 14, 1985 LOC

Bill Grile, Planning Director
Coos County Planning Department
Courthouse Annex
Coquille, OR 97423

E. S

Re: Coquille River Bridge Replacement
and Highway 42S Improvement

As per your May 30, 1985 letter, we have evaluated the effects of placing the 78,600 cubic yards of fill in the floodplain and have concluded that it will have no impact on the base 100-year flood elevations or the regulatory floodway.

This conclusion was based on the following:

1. The floodway width at the proposed crossing is 6,440 feet wide and provides a flow area of 125,000 square feet. The proposed embankment, which is essentially parallel to the flow direction, will eliminate 4,600 square feet of flow area (3.6% of total) and at its widest point will obstruct a 500-foot width. The mean flow velocity is approximately 0.9 feet per second. An obstruction of this size placed in water moving 0.9 feet per second will have a negligible effect on the 100-year flood height.

2. The embankment will be inundated during the 100-year flood. Any backwater created by the embankment should disappear once the embankment is inundated.

3. The existing highway embankment which crosses the entire floodplain creates no backwater during the 100-year flood.

If you have any questions or wish to discuss this matter further, please contact David Bryson, our Hydraulics Engineer. His phone number is 378-6869.

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

for E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

ESH:cm

bc: H. S. Coulter
W. E. Schwartz
D. O Christensen
Bob Pool
Dave Bryson
Jim Gix

Bu. 6/12

County of Coos

Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210

Bill Grile, AICP
Planning Director

RECEIVED
STAT · HWY ENGR
MAY 31 '85
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X		X	

cm
WFS

May 30, 1985

Oregon State Highway Division
State Transportation Building
Salem, Ore   97310

Re: Coquille River Bridge Replacement and Hwy. 42S improvement
(ODOT - #426; DSL #R/F 4085)

Oregon State Highway Division:

Coos County has reviewed the above referenced waterway application. We note that the revised application includes details regarding planned highway improvements between the existing bridge and the proposed new bridge, and now proposes 78,5000 cu. yds. of fill (instead of 180 cu. yds.) and 1500 cu. yds. of removal (instead of 365 cu. yds.).

The Flood Insurance Rate Map community panel number 410042-0006 identifies the area in which the project is proposed as a floodway.

Section 4.6.270 of the Coos County Zoning and Land Development Ordinance contains the following provision applicable to floodways:

> "encroachment, including fill, new construction, substantial improvements and other developments shall be prohibited, unless a technical evaluation demonstrates that encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge".

A technical evaluation was provided (CH2M-Hill June 29, 1984 letter authored by Carla Haake) for the bridge replacement. The letter stated "the bridge relocation will have essentially no impact on the base 100Year flood elevations or the regulatory floodway."

Due to the increase in the amount of fill proposed (revised waterway permit #R/F 4085) a revised technical evaluation is required. The evaluation should address the impact on the base 100-Year flood and the regulatory floodway.

Attached to this letter is the Planning Department's response to the DSL revised permit #R/F 4085.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Bill Grile

Bill Grile, Director
WPG/WBM/cah

cc: Board of Commissioners
James Gix, ODOT
Glen Hale
file

5/31/85
Paul — Please review, gather necessary requested data and R/O a reply for ESH
Doc

County of Coos

Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210

Bill Grile, AICP
Planning Director

May 28, 1985

Ed Zajonc, Director
Division of State Lands
1445 State Street
Salem, Oregon 97310

RE: R/F 4085 (Revised)
Coquille River Bridge Replacement and Hwy. 42S Improvement

ACU-84-30

ATTENTION: Marge Akers

Dear Ed:

Coos County has reviewed the above-referenced, revised waterway application submitted by the State Highway Division. The revised application is essentially similar to DSL R/F 4085 which authorized replacement of the State Highway 42S bridge over the Coquille River at Coquille. We note that the revised application includes details regarding planned highway improvements between the existing bridge and the proposed new bridge, and now proposes 78,500 cu. yds. of fill (instead of 180 cu. yds.) and 1,500 cu. yds. of removal (instead of 365 cu. yds.).

The Planning Department is satisfied that the subject revised permit application filed by ODOT with your agency and the Corps of Engineers is consistent with the Coos County Administrative Conditional Use issued for the project on October 16, 1984. Another copy of ACU-84-30 is attached for your information. All findings and conclusions presented in ACU-84-30 are valid for the revised DSL and Corps applications. As an aside, the Planning Department will be contacting ODOT directly to have it re-address the floodplain development requirements for the revised application, but this does not invalidate the findings and conclusions of ACU-84-30.

In summary, the revised project is consistent with the Coquille River Estuary Management Plan and with Oregon's Coastal Management Program.

Please contact the Planning Department if questions of concerns arise.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Bill Grile

Bill Grile, Director

WPG/cah

Attachment: 1

cc: Corps of Engineers
Board of Commissioners
Planning Commission
City of Coquille. ODOT
Glen Hale, Patty Snow
file

County of Coos

PLANNING DEPARTMENT
COURTHOUSE ANNEX
COQUILLE, OREGON 97423

PH: 396-3121, EXT. 205

Bill Grile, AICP
Planning Director

October 16, 1984
ACU-84-30

Oregon State Highway Division
State Transportation Building
Salem, OR 97310

RE: Administrative Conditional Use for proposed placement of bridge crossing support structures in the Coquille River, fill, removal, mitigation and shoreland stabilization as required to remove the existing Coquille Bridge and construct a new bridge 1,470 feet downstream on the Coquille River. (Division of State Lands #R/F 4085)

Oregon State Highway Division:

The Division of State Lands has asked the Planning Department to comment on your above referenced waterway permit request for removal of the existing Coquille River Bridge and construction of a new bridge 1,470 feet downstream on the Coquille River. Section 5.2.300 of the Coos County Zoning and Land Development Ordinance requires that the waterway permit request be treated as an Administrative Conditional Use (ACU) application, and requires that the Planning Director render a decision supported by written findings.

> **DECISION SUMMARY: The request for an Administrative Conditional Use permit for removal of the existing Coquille River Bridge and the construction of a new bridge is granted subject to the conditions outlined in the attached Goal #3 Exception.**

Findings and Conclusions

The decision is based on the following findings and conclusions:

1. The area proposed for the bridge removal is located within the Coquille Estuary Management Plan (CREMP) and is zoned rural residential (RR-2). Management segment #50 is applicable to this portion of the CREMP, and allows for outright removal of the existing bridge.

2. The area proposed for a new bridge construction is located within the following CREMP zones:

1. Conservation Aquatic - management segment #21
2. Recreation - management segment #48
3. Exclusive Farm Use - management segment #44

Placement of bridge crossing support structures in the conservation aquatic zone is permitted outright provided it meets the provisions of CREMP policy #6. Mitigation is permitted outright in the aquatic zone, while the REC zone requires an ACU permit subject to the provisions of CREMP policies #14, 23 and 27. The EFU zone requires an ACU permit subject to policies #14, 19, 23 and 27 of the CREMP.

Fill requires an ACU permit with policies #14, 23 and 27 being applicable to the REC zone, policies #14, 19, 23 and 27 applicable to the EFU zone, and policies #5, 6, 8 and 20 applicable to the conservation aquatic zone.

Shoreland Stabilization requires an ACU permit with applicable policies #14, 19, 23 and 27 while the REC zone permits the use outright.

3. In accordance with Section 5.1 of the Coos County Comprehensive Plan, Volume III, Part 3, an exception has been taken to Goal #3, agricultural lands (attached) in order to allow the project. The exception is very specific in outlining conditions to the project in order to minimize adverse environmental impacts. These conditions will be outlined as they pertain to the applicable CREMP policies in the following project analysis.

CREMP POLICY FINDINGS

Bridge Crossing Support Structures/Aquatic Fill

4. The placement of bridge crossing support structures and fill in the conservation aquatic zone is consistent with Policy #6. In accordance with #6 (c) & (d),

> i.) an estuarine location is required ii.) no alternative locations exist pursuant to the exception, iii.) adverse impacts will be minimized through required mitigation, and iv.) the use is consistent with the resource capabilities and purposes of the management unit due to the exception taken for the project area.

5. Aquatic fill is consistent with Policy #5 pursuant to the Exception taken. The activity is required for bridge removal, an estuarine location is necessary, there is a demonstrated public need for the new bridge, no alternative upland locations are feasible, adverse impacts will be minimized through mitigation, and the activity is consistent with state and federal law.

6. Fill in the conservation aquatic zone meets the requirements of Policy #8 because mitigation is required for the project as stated in the Exception.

7. Policy #20 is not applicable to the proposed use and activity. Removal will be restricted to the removal of the existing bridge and subsequent rubble. Dredging is not proposed.

Shoreland Fill, Mitigation and Stabilization

8. The above proposed activities are consistent with Policy #14 because the Board of Commissioners has determined that such uses satisfy a need which cannot be accommodated at other upland locations or in urban or urbanizable areas. This determination has been made through the adoption of the Goal #3 Exception to allow the project.

9. Management of "Wet-Meadow" Wetlands within Coastal Shorelands (Policy #19) has been preempted by the adoption of the Exception, therefore it is not applicable to the proposal.

10. The proposed uses and activities are consistent with Policy #23 through the imposition of conditions required for mitigation. These conditions are specifically outlined in the attached Exception. Furthermore, this policy is implemented through the State review process.

11. The project is consistent with Policy #27 regarding flood plain protection. The applicant has submitted documentation (attached) that states

> "The bridge relocation will have essentially no impact on the base 100-year flood elevations or the regulatory floodway."

In regards to Strategy #3, there are no further Special Considerations which have not already been addressed in the above review.

DECISION

Pursuant to the provisions of Section 5.2.300 of the Coos County Zoning and Land Development Ordinance, the Planning Director hereby finds that an Administrative Conditional Use Permit for proposed placement of bridge crossing support structures in the Coquille River, fill, removal, mitigation and shoreland stabilization as required to remove the existing Coquille Bridge and construct a new bridge 1,470 feet downstream on the Coquille River is consistent with the Coquille River Estuary Management Plan (CREMP) and is hereby granted with the conditions outlined in Goal Exception 5.1 of the CREMP.

This decision is appealable to the Board of Commissioners. An appeal of this decision must be filed within ten (10) working days of the date that notice of this decsion is published in The World newspaper. Please contact me at 396-3121, ext. 205 if you have any questions or concerns.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Bill Grile, Director

WPG/RJC/cd

cc: Board of Commissioners
Division of State Lands (Attachment A of permit response)
Adjacent Property owners
Special Districts
Agencies per CREMP
Glen Hale, DLCD
James Gix, Oregon Department of Transportation
file

Enc: Section 5.1 of CREMP (exception)
Letter from CH2M HILL (Floodplain)

5. EXCEPTIONS TO STATE-WIDE LAND USE GOALS

5.1 EXCEPTION STATEMENT FOR COQUILLE RIVER BRIDGE REPLACEMENT AT COQUILLE TO GOAL #3 (AGRICULTURAL LANDS)

5.1.1 Introduction.

A proposed Coquille River Bridge replacement will convert approximately six acres of estuary pastureland to highway purposes. This is agricultural land which should be zoned for Exclusive Farm Use according to Goal #3 (Agricultural Lands).

Through State-wide Goal #2, the Land Conservation and Development Commission has determined that an Exception process be applied to specific land use decisions which are inconsistent with certain state-wide goals. In justifying an Exception to a state-wide goal, the following must be addressed:

1. Establishment of need.
2. Investigation of alternative locations.
3. Determination of long-term environmental, economic, social and energy consequences to the locality and the region.
4. Determination of compatibility with other adjacent uses.

5.1.2 Establishment of Need

The present bridge structure was constructed in 1921. The approaches to both ends of the bridge are on sharp curves. Deck width is 17'8" along with a vertical clearance of 14'9". The bridge is posted "ONE WAY" for trucks and buses. Wooden portions of the bridge are deteriorated, which has resulted in heavy maintenance costs. Several trucks have broken through the wooden sidewalks on the approaches with some vehicles going through the guardrail and over the embankment. The bridge has consistently placed high on the region and state bridge replacement priority lists.

5.1.3 Investigation of Alternative Locations

Three built alternatives were considered for replacement of the bridge.

Alternative #1 would locate a 370' bridge 1,400' downstream from the present structure. The south approach would include approximately 1,920' of two-lane road with connections to Fish Trap Road. Five or six acres of pastureland in the estuary shorelands would be taken for this approach and the south end of the bridge. The north approach would be 910' of roadway which would give access to Sturdivant Park and would be the most compatible to the future construction of the Coquille Re-Route. The north approach would be within the Coquille Urban Growth Boundary.

Alternative #2 would be a 740' structure located just downstream from the existing bridge. The 910' south approach would take less pastureland than Alternative #1, with the Fish Trap Road connection going under the proposed structure. This alternative would displace five homes and two outbuildings. Construction costs would be much higher due to necessary staging of the work to maintain traffic on Fish Trap Road. The railroad crossing would be close to the end of the bridge. This would create an undesirable condition when drop arms were activated because of passing trains. Both approaches would have sharp curves at the bridge ends. Connection to the proposed Coquille Re-Route is less compatible than Alternative #1.

Alternative #3 would be a 400' structure 1,200' upstream from the present structure. The south approach would consist of 825' of two-lane roadway which would take some pastureland in the Estuary. The north approach would have two 54-degree curves and a sag vertical between the railroad tracks and the river. The north approach would intersect the Main and Adams "T" intersection. This would develop conflicting traffic movements which would be mitigated to some extent with traffic signals and channelization. Two businesses at the intersection would also be displaced. A left turn refuge for northbound traffic on the Coos Bay-Roseburg Highway would be needed.

Three hundred feet of Main Street and 700' of the Coos Bay-Roseburg Highway would be reconstructed. The connection to the proposed Coquille Re-Route would be less compatible than Alternative #1.

Alternative #1 was proposed for construction because of the additiona cost of Alternative #2 and the design problems of Alternative #3, which outweigh the impacts of Alternative #1.

5.1.4 Determination of the Long-Term Environmental, Economic, Social and Energy Consequences to the Locality and the Region

Most environmental impacts would be short-lived, occurring during construction. Mitigation measures will be implemented during construction to minimize those impacts.

Bridge construction will result in adverse aquatic impacts which would include:	Mitigation for these impacts would include:
a) degradation of water quality during construction	a)1) equipment will be kept out of stream channels except where absolutely necessary; 2) a coffer dam will be used to contain turbid water during placement of the bridge piers; 3) precautions will be taken to avoid spillage of cement, lime and similar materials to prevent their entrance into th river or drainage ditches;

b)	disruption of fish and aquatic life	b)	in-channel work will be restricted to specific time frames to protect migratory fish and spawning activities of shad and striped bass;
c)	disruption of local water related recreation during construction	c)	most boating and fishing occurs during the time in-channel work will be restricted;
d)	erosion from cut/fill slopes	d)	areas exposed during construction will be kept to a minimum. Exposed areas will be covered with hay, jute or plastic where required;
e)	increased road run-off	e)	after construction, exposed slopes will be seeded and mulched.

Economic consequences would be mostly beneficial. The estimated $3.5 million project would provide jobs, opportunities for material suppliers and a larger work force in the Coquille area during construction. This would benefit Coquille businesses and the surrounding areas.

The present structure limits traffic to legal loads and obliges one-way traffic for large trucks. The project will benefit the regional economy by providing an adequate capacity for modern trucks. Land use and zoning will remain the same and city services will not be affected.

The city will lose an estimated $2,450 annually with the conversion of private lands to highway purposes. This loss would affect the city's tax rate only minimally.

The major social impact will be benefits of improved safety and access to the city center. Emergency services (fire, police, ambulance) will be improved. Access to Sturdivant Park will be improved. Hospitals or schools will not be impacted by the project.

Since the project is a replacement for an existing bridge, the long-term energy impacts are inconsequential.

5.1.5 Determination of Compatibility with Other Adjacent Uses

Land use and zoning will remain unchanged along the project. Noise levels along the new route will increase, but will not exceed the FHWA design noise level of 67dBA. Noise abatement measures such as sound berms will not be required. (See attached sound pressure level chart.)

TABLE 1.

TYPICAL A-WEIGHTED SOUND PRESSURE LEVELS

	140	(THRESHOLD OF PAIN)
50 HP SIREN (100')		
	130	
JET TAKEOFF (200')		
	120	(UNCOMFORTABLY LOUD)
ROCK-N-ROLL BAND		
RIVETING MACHINE	110	
	100	(VERY LOUD)
FARM TRACTOR		
MOTOR CYCLE (25')	90	
DIESEL TRUCK 40 MPH (50')		
GARBAGE DISPOSAL	80	(MODERATELY LOUD)
VACUUM CLEANER (10')	70	
PASSENGER CAR 65 MPH (25')		
AIR CONDITIONING UNIT (20') NORMAL CONVERSATION	60	
PRIVATE BUSINESS OFFICE	50	(QUIET)
	40	
SOFT WHISPER (5')		
RUSTLING OF LEAVES	30	(VERY QUIET)
STUDIO FOR SOUND PICTURES	20	
	10	(JUST AUDIBLE)
	0	(THRESHOLD OF HEARING) 1000- 4000 HZ
	SOUND LEVEL, dBA	

CH2M
HILL
engineers
planners
economists
scientists

June 29, 1984

P8100.60.04

Mr. Jared Smith
OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

Dear Mr. Smith:

Subject: Backwater Analysis for Proposed Highway 42S Bridge Relocation at Coquille

The backwater analysis of the proposed State Highway 42S bridge relocation at Coquille in Coos County has been completed. The effect on the regulatory floodway of removing the existing bridge over the Coquille River and replacing it 1,470 feet downstream has been evaluated. The bridge relocation will have essentially no impact on the base 100-year flood elevations or the regulatory floodway.

The existing computer model for the Coquille River at Coquille, developed for the Coos County Flood Insurance Study, did not include any bridge coding for the existing bridge. To determine the impact of removing this bridge, two sections were added just upstream of the bridge and two sections were added just inside each bridge face to model the bridge piers. Cross section data for the area near the bridge were taken from a cross section at the old bridge prepared by OBEC. The bridge deck was not coded because it is mostly above the 100-year flood level, and the timber piling under the bridge approaches was accounted for by increasing the Manning's roughness factors. Including this coding for the existing bridge had no impact on either the base 100-year flood elevations or the regulatory floodway.

To determine the impact of the proposed bridge, four cross sections were added at the proposed crossing. Two sections including the approach embankments were added just upstream and downstream of the proposed bridge and two sections including the approach embankments and piers were added just inside each face of the bridge. Cross section data for the channel and embankments were taken from the proposed bridge

PDC393.058.1

Portland Office

cross section prepared by OBEC. At the existing bridge, the pier coding was removed and the existing road embankment was changed to correspond with the new road alignment.

As shown in the attached table and summary computer files, the bridge relocation had essentially no impact on the base 100-year flood elevations or the regulatory floodway. These results are reasonable because of the extensive floodplain area south of the Coquille River and Highway 42S. At the 100-year flow of 111,000 cubic feet per second, approximately 95 percent of the flow would pass through this floodplain area and only 5 percent would be affected by the bridge relocation.

A partial copy of the Coos County Flood Boundary and Floodway Map Panel No. 6 has been attached to show the location of the proposed highway realignment and the added cross sections.

This letter and its attachments should be submitted to Coos County and FEMA for their review and approval.

Very truly yours,

Carla Haake

Carla Haake, P.E.
Water Resources Engineer

Attachments

Hydraulic Effect of the Proposed State Highway 425 Bridge Relocation

	Base Flood Water Surface Elevation			
	With Floodway		Without Floodway	
Section	Existing	Proposed	Existing	Proposed
C/120	21.4	21.4	20.4	20.4
D/130	21.5	21.5	20.5	20.5
131	*	21.5	*	20.5
132	*	21.5	*	20.5
133	*	21.5	*	20.5
134	*	21.5	*	20.5
136	*	21.5	*	20.5
139	*	21.5	*	20.5
E/140	21.5	21.5	20.5	20.5
F/150	21.5	21.5	20.5	20.5

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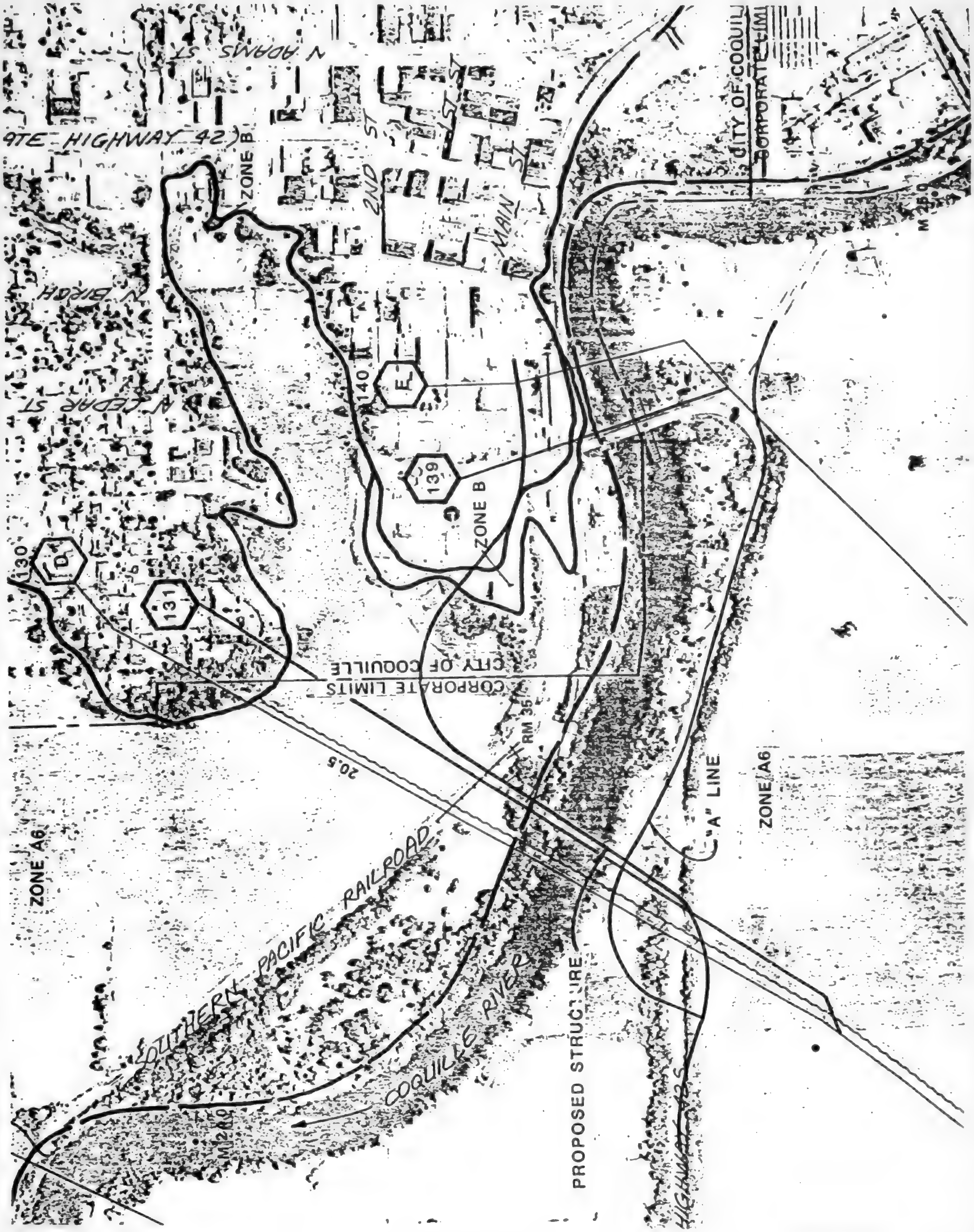
*Additional section not included in original analysis.


N ADAMS ST
(STATE HIGHWAY 42)
ZONE B
2ND ST
1ST ST
MAIN ST
N BIRCH
N CEDAR ST
140
E
139
ZONE B
130
D
131
CITY OF COQUILLE
CORPORATE LIMITS
RM 35
20.5
ZONE A6
SOUTHERN PACIFIC RAILROAD
COQUILLE RIVER
PROPOSED STRUCTURE
"A" LINE
ZONE A6
HIGHWAY 42S
CITY OF COQUILLE
CORPORATE LIMI

PUBLIC NOTICE

Notice is hereby given that the Coos County Planning Director on October 26, 1984, approved an Administrative Conditional Use located in T.28S, R.13WWM, S.01 as applied for by the Oregon State Highway Division for proposed placement of bridge crossing support structures in the Coquille River, fill, mitigation and shoreland stabilization as required to remove the existing Coquille Bridge and construct a new bridge 1,470 feet downstream on the Coquille River.

This decision may be appealed to the Board of Commissioners by filing a written notice of intent to appeal and the required fee with the Planning Director as follows:

a. an appeal of this decision shall be filed within 10 working days of this publication; and

b. the notice of intent to appeal shall clearly and specifically state:

    ii. the issues the petitioner seeks to have reviewed; and

    iii. the facts establishing that the petitioner has standing, pursuant to the Coos County Zoning and Land Development Ordinance.

COOS COUNTY PLANNING DEPARTMENT
Bill Grile, Director
Coquille, Oregon

PUBLICATION DATE:

The World - November 16, 1984

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Bill Grile, Director
Coos County Planning Department
Courthouse Annex
Coquille OR 97423

In Reply Refer to
File No.

Ref: R/F 4085 (Revised)
Coquille River Bridge

Dear Mr. Grile:

This is in response to your letter to the Highway Division in Salem dated May 30, 1985.

The revision does not represent an actual change in the plan for the new bridge project. Somehow the excavation and embankment quantities for the bridge portion of the project were included in the original application since the bridge was designed separately by a consultant. The quantities you now have are very close to those for the entire project.

I am including a copy of a letter from OBEC Consulting Engineers relating to the questions on the backwater analysis. I think it is fairly complete and should address the balance of your concerns.

Please contact Jack Ayres if you have any additional questions or need any additional information.

Cordially,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX, P.E.
Region Engineer

jjg/cw
Encl.
cc John Marks✓

RECEIVED
ROAD DESIGN SECTION

LEE
FDE
LE
SE
LTC
PDE
LFE
GTE
RPC

RECEIVED

Form 734-1829

County of Coos

Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210

Bill Grile, AICP
Planning Director

May 30, 1985

Oregon State Highway Division
State Transportation Building
Salem, Ore 97310

Re: Coquille River Bridge Replacement and Hwy. 42S improvement
(ODOT - #426; DSL #R/F 4085)

Oregon State Highway Division:

Coos County has reviewed the above referenced waterway application. We note that the revised application includes details regarding planned highway improvements between the existing bridge and the proposed new bridge, and now proposes 78,5000 cu. yds. of fill (instead of 180 cu. yds.) and 1500 cu. yds. of removal (instead of 365 cu. yds.).

The Flood Insurance Rate Map community panel number 410042-0006 identifies the area in which the project is proposed as a floodway.

Section 4.6.270 of the Coos County Zoning and Land Development Ordinance contains the following provision applicable to floodways:

> "encroachment, including fill, new construction, substantial improvements and other developments shall be prohibited, unless a technical evaluation demonstrates that encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge".

A technical evaluation was provided (CH2M-Hill June 29, 1984 letter authored by Carla Haake) for the bridge replacement. The letter stated "the bridge relocation will have essentially no impact on the base 100Year flood elevations or the regulatory floodway."

Due to the increase in the amount of fill proposed (revised waterway permit #R/F 4085) a revised technical evaluation is required. The evaluation should address the impact on the base 100-Year flood and the regulatory floodway.

Attached to this letter is the Planning Department's response to the DSL revised permit #R/F 4085.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT
Bill Grile
Bill Grile, Director
WPG/WBM/cah

cc: Board of Commissioners
James Gix, ODOT
Glen Hale
file

685 6090

County of Coos

Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210

Bill Grile, AICP
Planning Director

May 28, 1985

Ed Zajonc, Director
Division of State Lands
1445 State Street
Salem, Oregon 97310

RE: R/F 4085 (Revised)
Coquille River Bridge Replacement and Hwy. 42S Improvement

ACU-84-30

ATTENTION: Marge Akers

Dear Ed:

Coos County has reviewed the above-referenced, revised waterway application submitted by the State Highway Division. The revised application is essentially similar to DSL R/F 4085 which authorized replacement of the State Highway 42S bridge over the Coquille River at Coquille. We note that the revised application includes details regarding planned highway improvements between the existing bridge and the proposed new bridge, and now proposes 78,500 cu. yds. of fill (instead of 180 cu. yds.) and 1,500 cu. yds. of removal (instead of 365 cu. yds.).

The Planning Department is satisfied that the subject revised permit application filed by ODOT with your agency and the Corps of Engineers is consistent with the Coos County Administrative Conditional Use issued for the project on October 16, 1984. Another copy of ACU-84-30 is attached for your information. All findings and conclusions presented in ACU-84-30 are valid for the revised DSL and Corps applications. As an aside, the Planning Department will be contacting ODOT directly to have it re-address the floodplain development requirements for the revised application, but this does not invalidate the findings and conclusions of ACU-84-30.

In summary, the revised project is consistent with the Coquille River Estuary Management Plan and with Oregon's Coastal Management Program.

Please contact the Planning Department if questions of concerns arise.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Bill Grile

Bill Grile, Director

WPG/cah

Attachment: 1

ROSEBURG REGION
RECEIVED
JUN -3 1985
RAS

cc: Corps of Engineers
Board of Commissioners
Planning Commission
City of Coquille. ODOT
Glen Hale, Patty Snow
file

RECEIVE
STATE HWY ENG
JUN 8 '85
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

ESH

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
June 6, 1985

NOTED
E. S. HUNTER

PUBLIC NOTICE NO. 85-N-15

The Commander, Thirteenth Coast Guard District, has received an application from the Oregon Department of Transportation (ODOT), Highway Division, Transportation Building, Salem, Oregon 97310, for approval of the location and plans for a new highway bridge across a navigable waterway of the United States.

WATERWAY AND LOCATION

Coquille River, mile 24.3, near Coquille, Coos County, Oregon.

PROJECT DESCRIPTION

ODOT plans to build a new highway bridge across the Coquille River near Coquille, Oregon. The new structure would be of modern concrete construction and would provide for two lanes of vehicular traffic. It would incorporate a steel "lift-out" span to accommodate navigational needs. This project originally was planned as a replacement for the existing swing-span bridge across the Coquille River at Coquille. The old bridge would have been removed as soon as the new crossing was opened to traffic. Recently, however, the existing bridge has been determined to be eligible for the National Register of Historic Places. ODOT has revised the project to include retention of the historic bridge. It will continue to be used for vehicular traffic during construction of the new crossing. After completion of the project, traffic will be rerouted across the new structure and the old bridge will be closed to vehicular use. ODOT will continue to maintain the old bridge and swing span in an operating condition, with the approaches modified so that only pedestrian traffic can use the structure. The purpose of the overall project is to improve safety and provide for existing and future traffic.

NAVIGATION CLEARANCES

Horizontal	-	41.4 feet
Vertical	-	27.1 feet at mean high water (unlimited with lift span removed)

ENVIRONMENTAL IMPACTS

The Federal Highway Administration (FHWA), Oregon Division, Equitable Center, Suite 100, 530 Center Street N.E., Salem, Oregon 97301, is the lead federal

6/13/85
Sent Copies to
Walt Hart
Rick Kuehn
Doc

agency for environmental processing. FHWA approved a finding of no significant impact (FONSI) in August 1982, based on an environmental assessment (EA) prepared by ODOT and FHWA. An addendum to the FONSI, addressing changes in the project to provide for retention of the existing bridge, was approved by FHWA in April 1985. We've reviewed the EA and we plan to adopt it for use in this permit action. Based on our independent analysis of the project, we expect to approve a FONSI as our final environmental document. Copies of the EA, FONSI, and additional materials are available for review in the offices of ODOT and FHWA and in the Aids to Navigation Branch, Thirteenth Coast Guard District.

Water quality certification is required and must be obtained from, or be waived by, the Oregon Department of Environmental Quality (ODEQ). We may consider certification to be waived 30 days after we issue this notice, unless ODEQ requests additional time to review water quality impacts. The project is located in the coastal zone and ODOT has certified that the work complies with the approved Oregon coastal zone management (CZM) program. Public notices concerning water quality certification and CZM conistency are attached.

The only fill below mean high water associated with the bridge itself would be approximately 245 cubic yards of concrete for bridge piers. About 6.3 acres of wetland would be filled for the bridge approaches. FHWA has determined that there is no practicable alternative to construction in the wetlands and that the project includes all practicable measures to minimize harm to the wetland. The project would result in an encroachment on the flood plain of the Coquille River. FHWA has determined that the encroachment would not be significant. The 100-year flood elevation is +20.5; the low point of the main section of the new bridge would be at elevation +29.8. The south approach of the existing (upstream) bridge floods annually, resulting in temporary closures. This also will occur with the proposed new crossing.

The project would not have a significant impact on any threatened or endangered species or their critical habitat. No land would be taken from, and there would not be a significant adverse impact on, any publicly-owned park, recreation area, wildlife or waterfowl refuge, or any archaeological or historic site. The existing historic swing bridge would not be affected because, although vehicular traffic would no longer be allowed, the structure would be maintained in an operable condition and would be used for pedestrian traffic.

COMMENTS

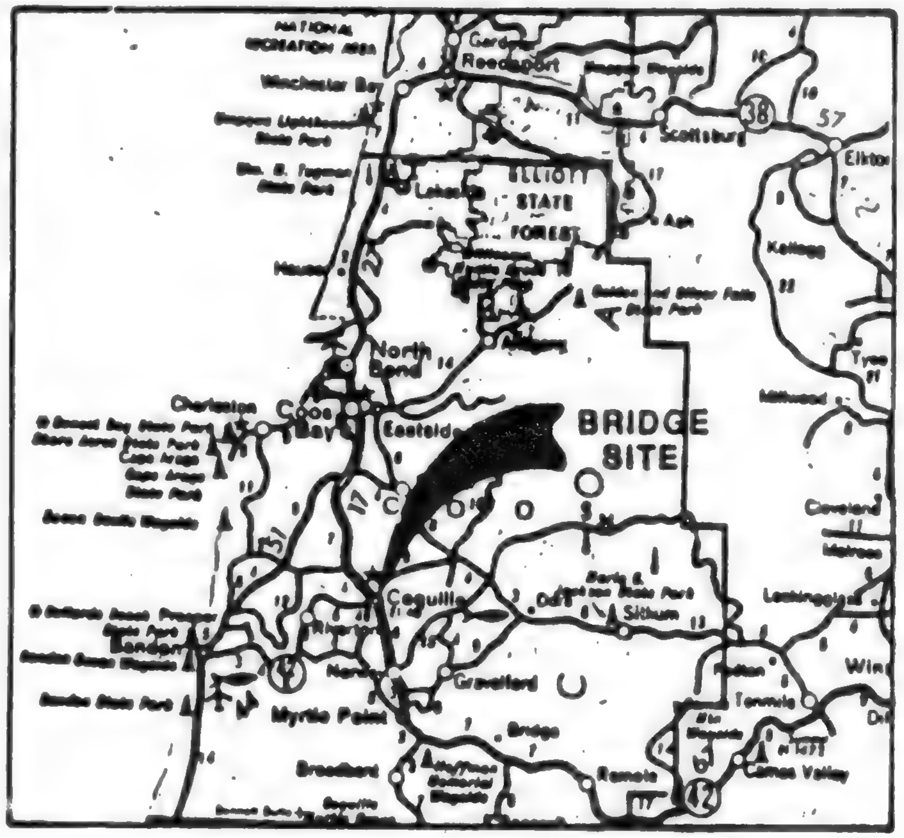
Comments on the project should be in writing and should include the reasons for support of, or opposition to, the proposed work. We don't plan to require pier protection or navigation lighting for the new bridge and we encourage comments on the need, if any, for these items. Comments should be sent to:

Commander, Thirteenth Coast Guard District, Aids to Navigation Branch, 915 Second Avenue, Seattle, Washington 98174. The comment period will close on July 8, 1985. If you need additional information, please contact Mr. Wayne Lee or Mr. John Mikesell at (206) 442-5864 or (FTS) 399-5864.

T. M. Nutting

T. M. NUTTING
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

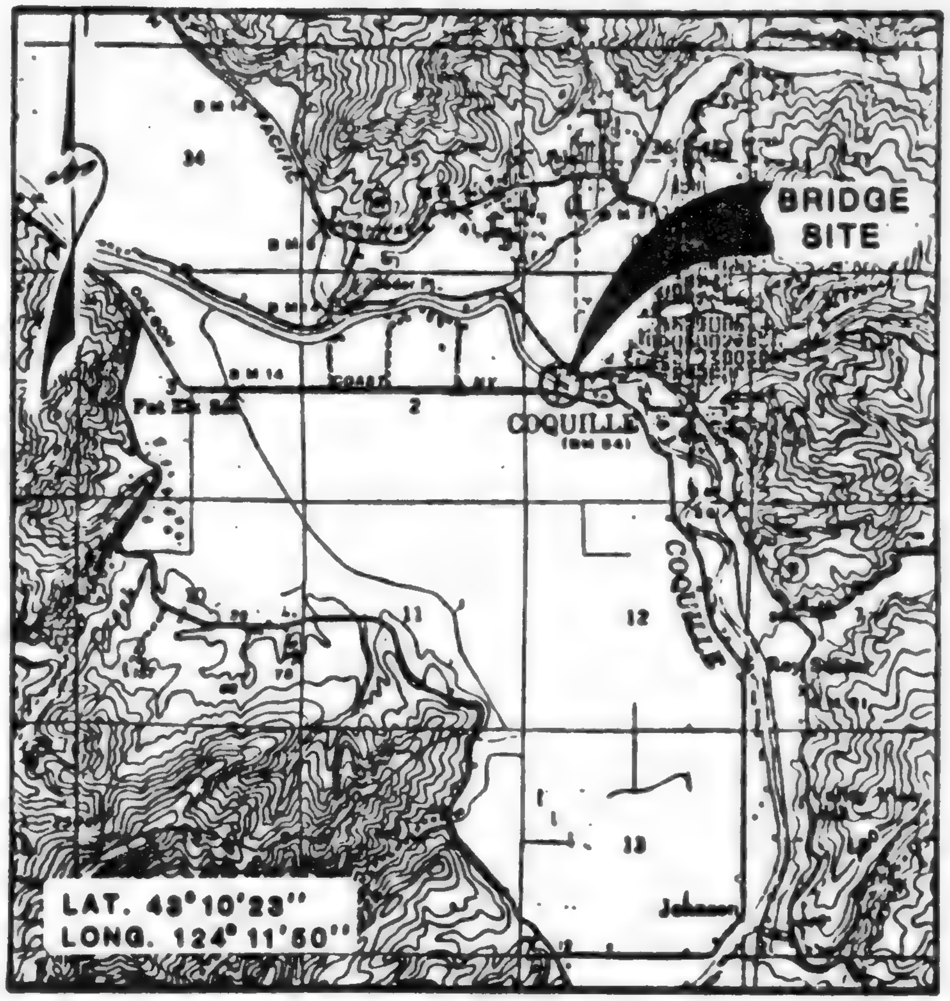
Encl: (1) Permit application drawings, 4 sheets
(2) Public notice, ODEQ
(3) Public notice, Oregon Dept. of Land Conservation and Development


Reedsport
Winchester Bay
Scottsburg
Elkton
38
57
ELLIOTT STATE FOREST
North Bend
Charleston
Coos Bay
Eastside
BRIDGE SITE
Coquille
Myrtle Point
Bandon
Riverton
Sitkum
Gravelford
Bridge
Remote
Camas Valley
Tenmile
42

VICINITY MAP

0 15 30

SCALE IN MILES


BRIDGE SITE
COQUILLE
COQUILLE
LAT. 43°10'23"
LONG. 124°11'50"

SEC.01, T.27S., R.12W. W.M.

LOCATION MAP

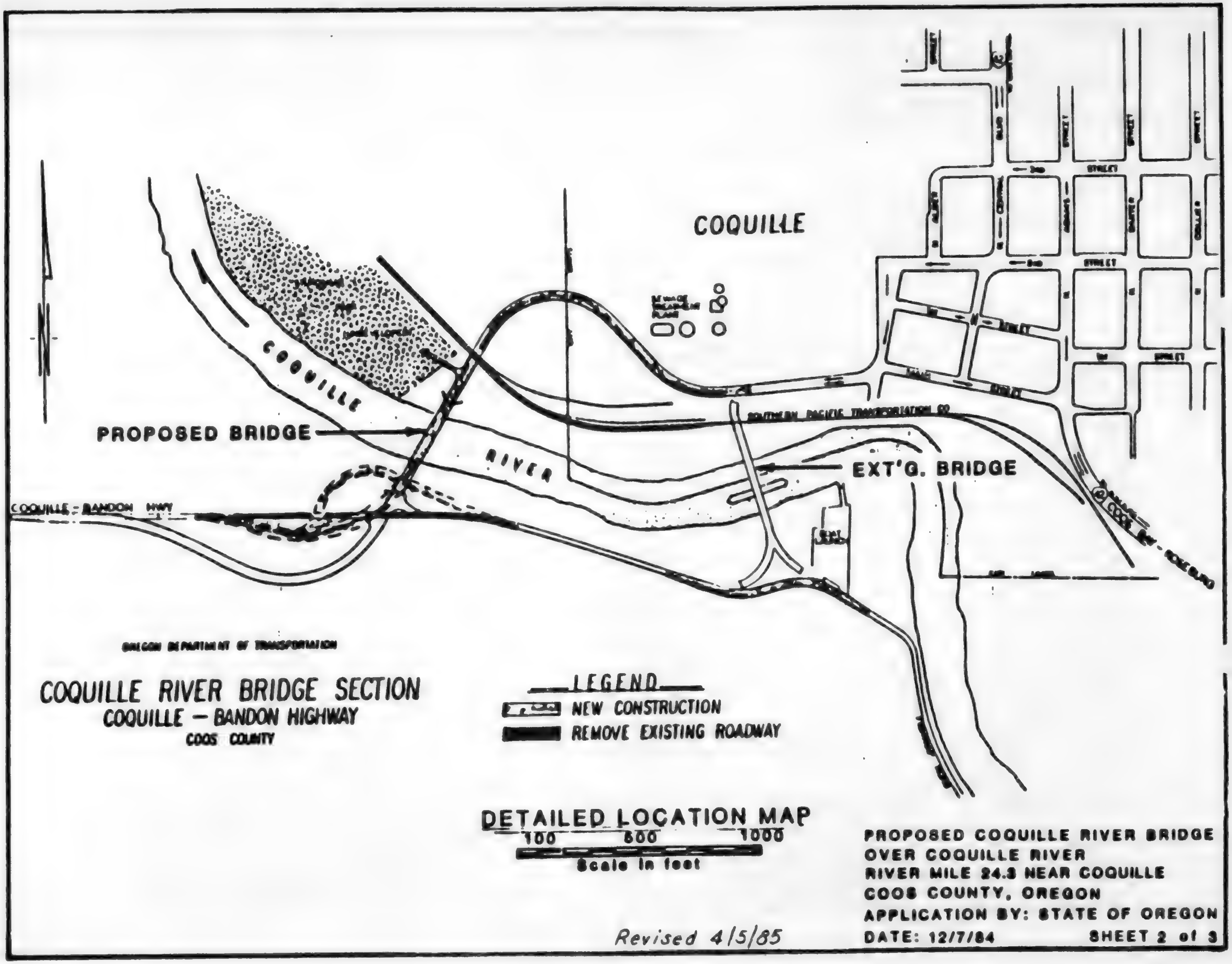
SCALE 1:62500

SCALE IN MILES

NOTE:

VICINITY MAP FROM OFFICIAL HIGHWAY MAP OF OREGON (ODOT 1983)
LOCATION MAP FROM COQUILLE QUADRANGLE (15 MINUTE SERIES)

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 1 of 3


COQUILLE
PROPOSED BRIDGE
EXT'G. BRIDGE
COQUILLE
RIVER
COQUILLE - BANDON HWY
SOUTHERN PACIFIC TRANSPORTATION CO
COOS BAY - ROSEBURG
2nd
STREET
3rd
STREET
STREET
SEWAGE TREATMENT PLANT

OREGON DEPARTMENT OF TRANSPORTATION

COQUILLE RIVER BRIDGE SECTION

COQUILLE – BANDON HIGHWAY
COOS COUNTY

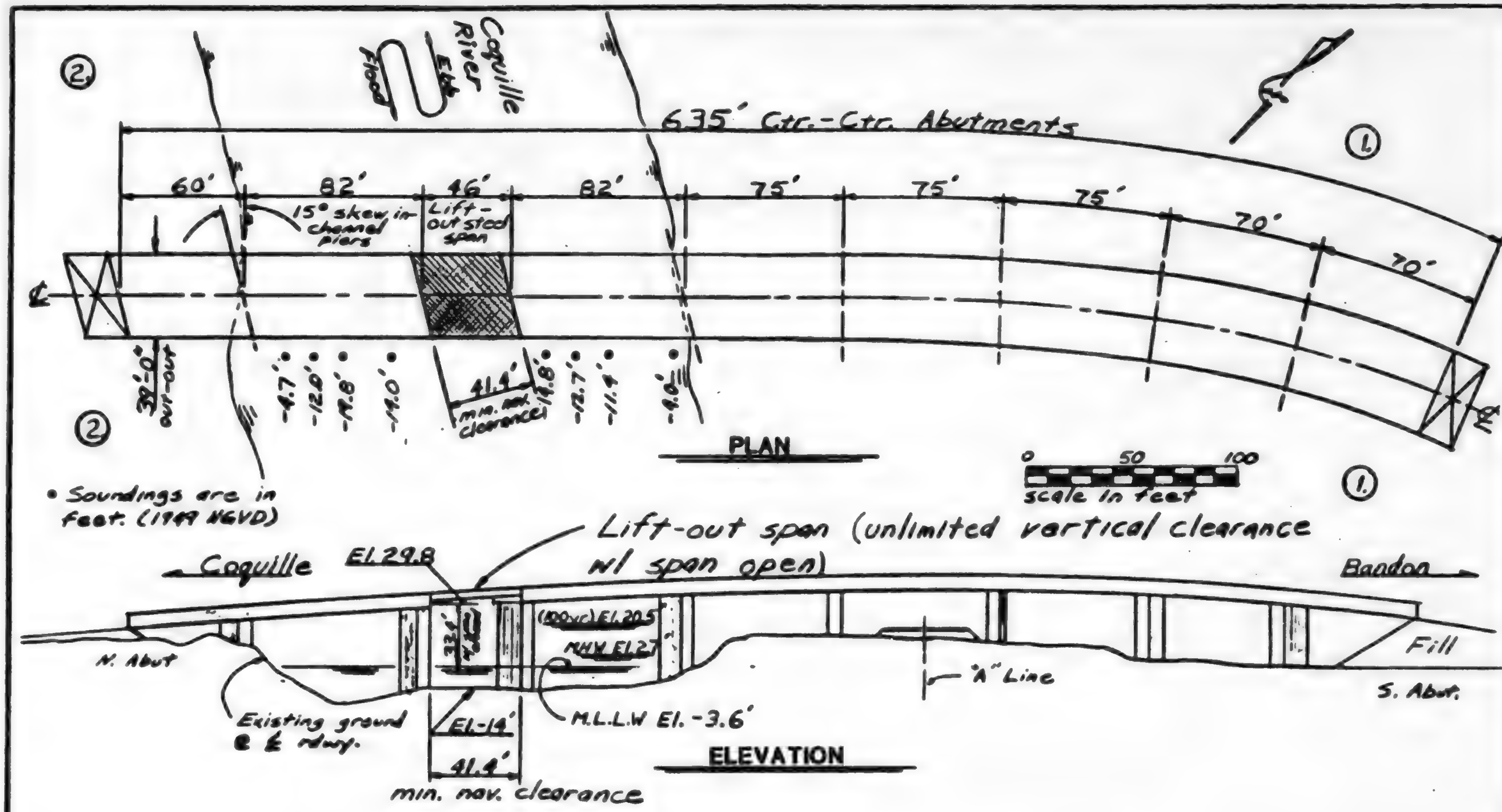
LEGEND
- ▨ NEW CONSTRUCTION
- ■ REMOVE EXISTING ROADWAY

DETAILED LOCATION MAP

100 500 1000
Scale in feet

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 2 of 3

Revised 4/5/85


Coquille River
Ebb
Flood
②
①
635' Ctr.-Ctr. Abutments
60'
82'
46'
82'
75'
75'
75'
70'
70'
15° skew in-channel piers
Lift-out steel span
32'-0" out-out
-4.7'
-12.0'
-19.8'
-19.0'
41.4' min. nav. clearance
-19.8'
-12.7'
-11.4'
-4.0'
℄
PLAN
0
50
100
scale in feet
• Soundings are in feet. (1929 NGVD)
Lift-out span (unlimited vertical clearance w/ span open)
Coquille
Bandon
El. 29.8
32'
(100yr) El. 20.5
MHW El. 2.7
N. Abut
S. Abut.
Fill
"A" Line
Existing ground @ ℄ rdwy.
El. -14'
M.L.L.W El. -3.6'
41.4'
min. nav. clearance
ELEVATION

Total fill below M.H.W. = 245 Yds.
(Concrete)

Total exc. below M.H.W. = 360 Yds (Footing excavation from within coffer dams.)

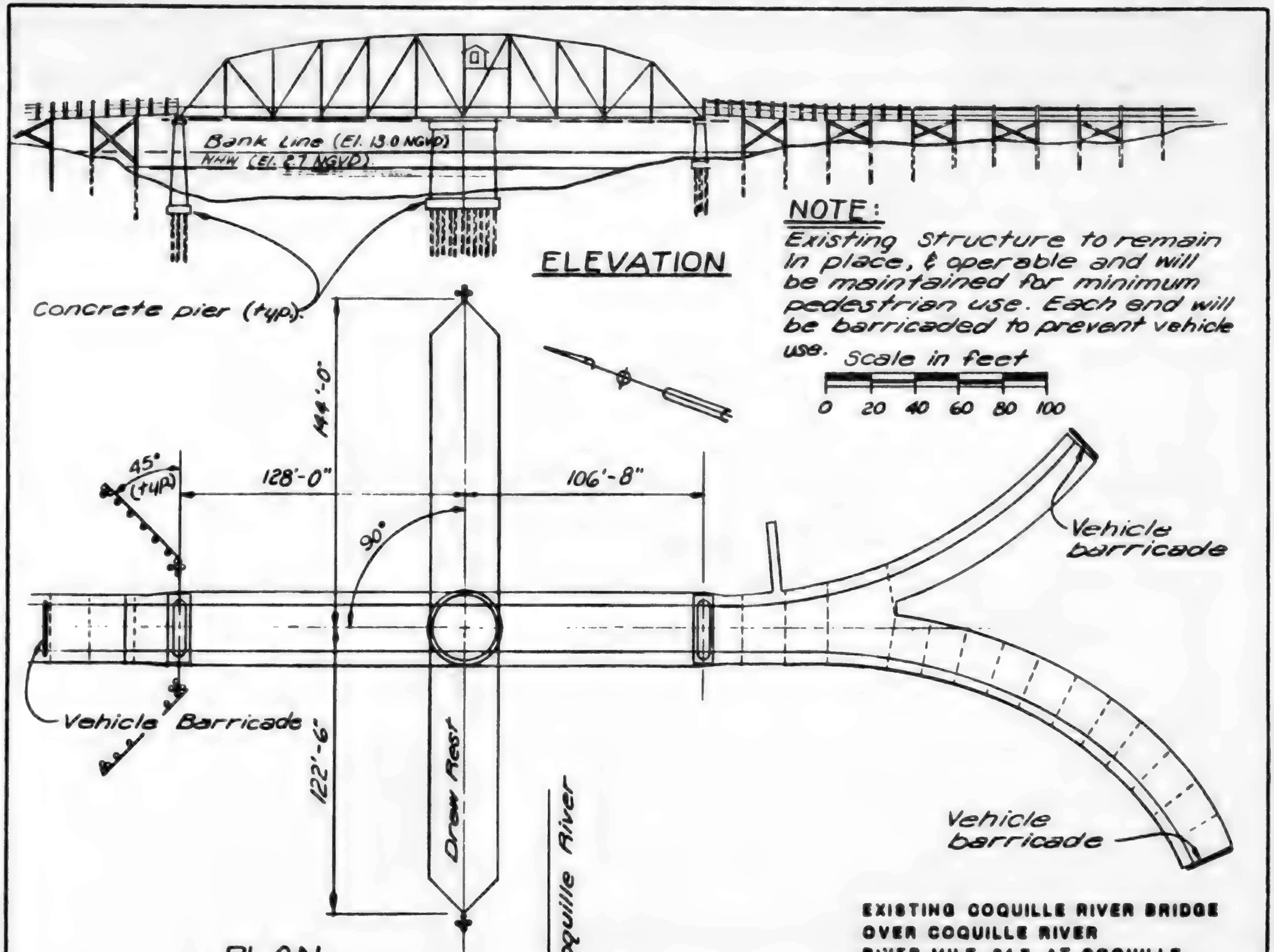
Datum: All elevations N.G.V.D. (1929)

Adjacent Property Owners:

① Mary K. Farms Co-Partnership:
Mary Janice Finch & K.P. Wallace, P.O. Box 327
Corona Del Mar, Calif. 92625 Ph.# 714-673-8044

② Oregon State Highway Division
120 Transportation Bldg.
Salem, Oregon 97310 Ph.# 503-378-6299

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 3 of 3


Bank Line (El. 13.0 NGVD)
NHW (El. 2.7 NGVD)
Concrete pier (typ).
ELEVATION
45° (typ)
128'-0"
106'-8"
144'-0"
122'-6"
90°
Draw Rest
Vehicle Barricade
Vehicle barricade
Vehicle barricade
Coquille River
PLAN
Scale in feet
0 20 40 60 80 100

NOTE:
Existing structure to remain in place, & operable and will be maintained for minimum pedestrian use. Each end will be barricaded to prevent vehicle use.

Revised 4/5/85

EXISTING COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.7 AT COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84
INFORMATION SHEET

ROBERT W. STRAUB
GOVERNOR

Department of Land Conservation and Development
1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

Notice of
Certification of Consistency with the Oregon Coastal Management Program

Notice is hereby given that a certification has been filed with the Department of Land Conservation and Development, as provided in Section 307(c)(3) of the Coastal Zone Management Act, that the project described in U.S. Coast Guard Public Notice No. 85-N-15, will comply with the Oregon Coastal Management Program and that the project will be conducted in a manner consistent with that Program.

Anyone desiring to present views or considerations pertaining to the project's compliance or consistency with the Oregon Coastal Management Program may do so by providing their views in writing to the Division of State Lands, 1445 State Street, Salem, OR 97310; Before July 8, 1985.

REVIEW CRITERIA

Comments should address consistency with the applicable elements of Oregon's Coastal Management Program. These include:

-Acknowledged Local Comprehensive Plans
-Statewide Planning Goals
-Fill and Removal Law (when a state permit is required)

ADEQUATE INFORMATION?

A copy of the applicant's consistency certification and information supporting the certification are available through the Department of Land Conservation and Development. If you believe additional information is needed to make a decision on this application, please indicate this as soon as possible. Requests for additional information must describe why more information is needed to make the consistency decision.

INCONSISTENT?

If you believe this project is inconsistent with the Oregon Coastal Management Program, you should list the relevant policy (i.e., goal requirement or plan policy) and explain briefly why you believe the project is inconsistent. You should also describe how the project could be modified to make it consistent, if this is possible.

JM:ms

Con 191
[illegible]

May 23, 1985

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

DES 23

Coquille River Bridge
Coos County, Oregon
BR 598D

The status of the subject project has been changed from bridge replacement to construction of a new bridge. Therefore, please destroy our original letter of application and subsequent revisions referring to bridge replacement. The Highway Division of the Oregon Department of Transportation hereby applies for a permit to construct a new bridge on new alignment for State Highway 42S, which crosses the Coquille River at Coquille, Oregon. The site is at river mile 24.3. We have enclosed for your use one set of reproducible drawings with four sets of copies.

Legislative authority for the State to construct the new bridge is found in the General Bridge Act of 1946 and in Oregon Revised Statutes 541.605 through 541.695.

The estimated cost of the new bridge and approaches is $3.2 million. The navigational cost increment, or additional cost due to navigational requirements, on this project is approximately $150,000. The design shown provides ample clearance for small recreational boats using the river. A two-piece lift-out span will provide 40 feet horizontal navigational clearance and unlimited vertical clearance for the occasional navigational unit requiring greater vertical clearance. The span can be removed by a crane with a lead time of one to two days. There is no commercial river traffic at present. Provisions have been made, however, for passage under the bridge of a planned stern-wheeled tourist boat without removal of the steel lift-out span. The lift-out span will be adequate to handle all foreseeable navigational needs. Federal funds (HBR) will be used for the project, and have been applied for.

The existing bridge is a 235-foot-long steel swing span built in 1922. It is located approximately 1,400 feet upstream of the proposed structure. Other than for previously required annual Coast Guard openings and occasional maintenance openings, the bridge has been opened four times since 1971. The openings were for a single fishing vessel making a round trip and a moveable pile driver owned by the Georgia Pacific Company. (See Coquille River Bridge Replacement FONSI by the FHWA, previously furnished.)

Construction of the new bridge is planned to begin in August 1985. The existing bridge, owned by the State of Oregon, will remain in place and will be maintained for minimum pedestrian use and will be operable. The approaches will be barricaded to prevent vehicle use of the bridge.

The proposed structure and new approaches fall within the flood plain. An analysis has been performed using the computer model developed during the Coos County Flood Insurance Study for the Federal Emergency Management Agency (published on May 15, 1984). This analysis showed that the flood plain encroachment will have no effect on 100-year flood levels in the area. (Reference: Preliminary Report and Hydraulic Report by OBEC Consulting Engineers, previously furnished.)

Additional right-of-way for the new alignment is being purchased by the State of Oregon. Property owners adjacent to the bridge site have been indicated on Sheet 3 of the permit drawings. There is an undeveloped city park near the project site on the north side of the river, but the project right-of-way will not impinge upon the park boundaries (see FONSI report, Page 25).

We do not consider it appropriate to make any changes in the Federal Highway Administration Finding of No Significant Impact or the subsequent addendum to that report, because the project is to replace the function of the existing vehicle bridge with a new bridge on new alignment.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enclosures

TJS:JEC:cma sl

bc H. S. Coulter
W. J. Hart
Cam Gilmour

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
May 1, 1985

Mr. E. S. Hunter, P. E.
Assistant State Highway Engineer
Technical Services Branch
Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

We have reviewed the revised drawings for the Coquille River bridge at Coquille, Oregon, submitted by your letter of April 18, 1985. We see that you have changed your project from bridge replacement to construction of a new bridge. Because of this change, we will need revisions to both your letter of application and your environmental assessment (EA).

The revised letter of application and EA should make it clear that this project is for a new bridge instead of simply a bridge replacement. The revisions should accurately describe the new project and the reasons for the change.

When we receive the revised material, we will review it and proceed with the processing of your permit request without delay. If you have any questions regarding our procedures or the handling of your permit request, please call me or Wayne Lee at (206) 442-5864.

Sincerely,

John E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Copy to: FHWA, Dale E. Wilken

5-3-85
Walt Hart
Cam Gilman
More harassment but
we will have to comply.
ESH

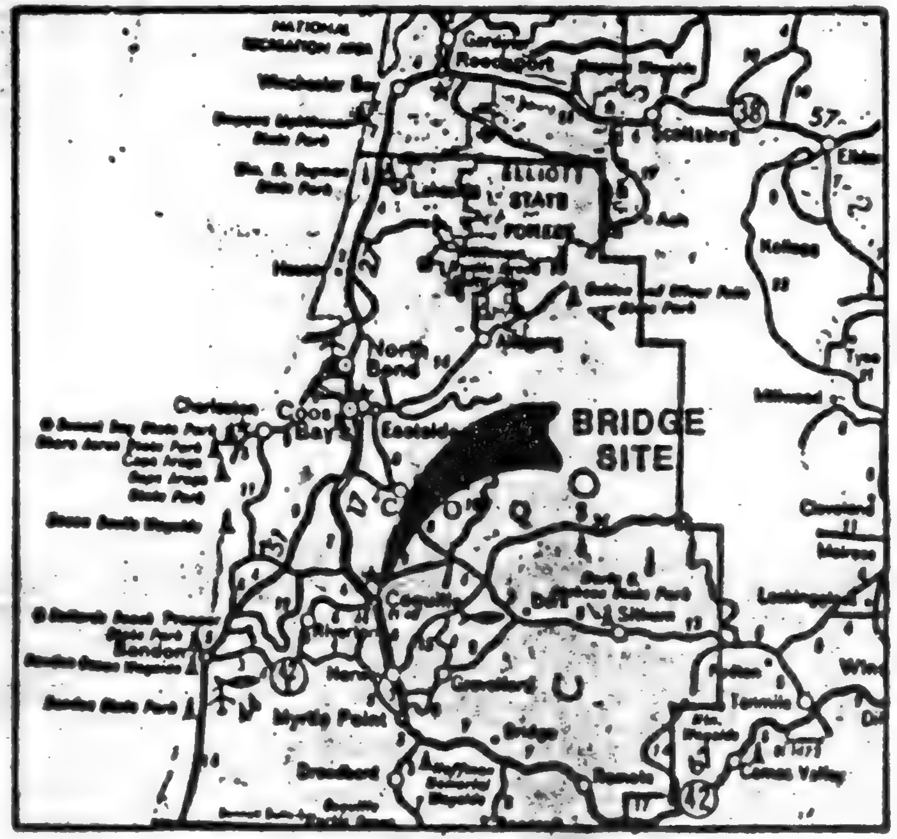
RECEIVED
STATE HWY ENGR
MAY 3 '85
REFER TO

FOR

Info	Invest	R/D	D/K	Sign	Act	File

RECEIVED
MAY - 3 1985
BRIDGE SECTION

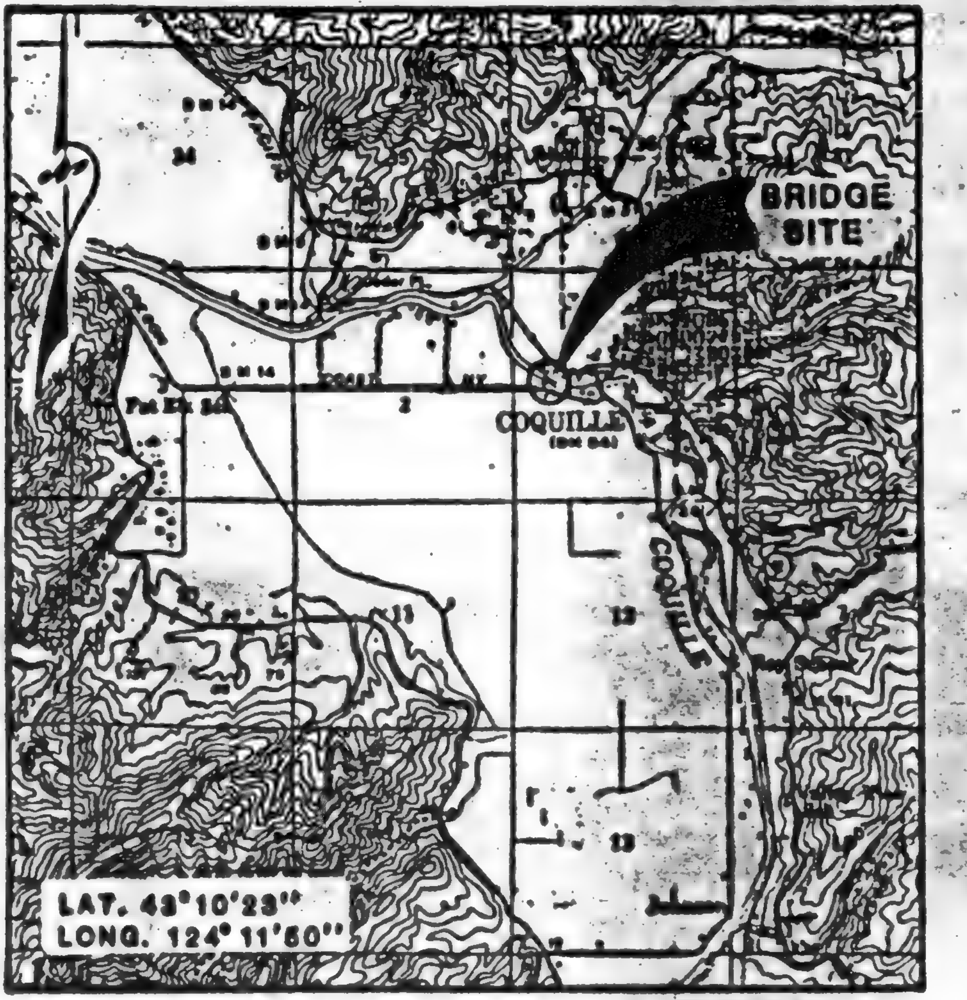
NOTED
I. E. BACKSTRAND


BRIDGE SITE
Reedsport
ELLIOTT STATE FOREST
38
57
North Bend
Coos Bay
Charleston
Coquille
Bandon
Myrtle Point
42

VICINITY MAP

0 15 30

SCALE IN MILES


BRIDGE SITE
COQUILLE
COQUILLE
LAT. 43°10'23''
LONG. 124°11'50''

SEC.01, T.27S., R.12W. W.M.

LOCATION MAP

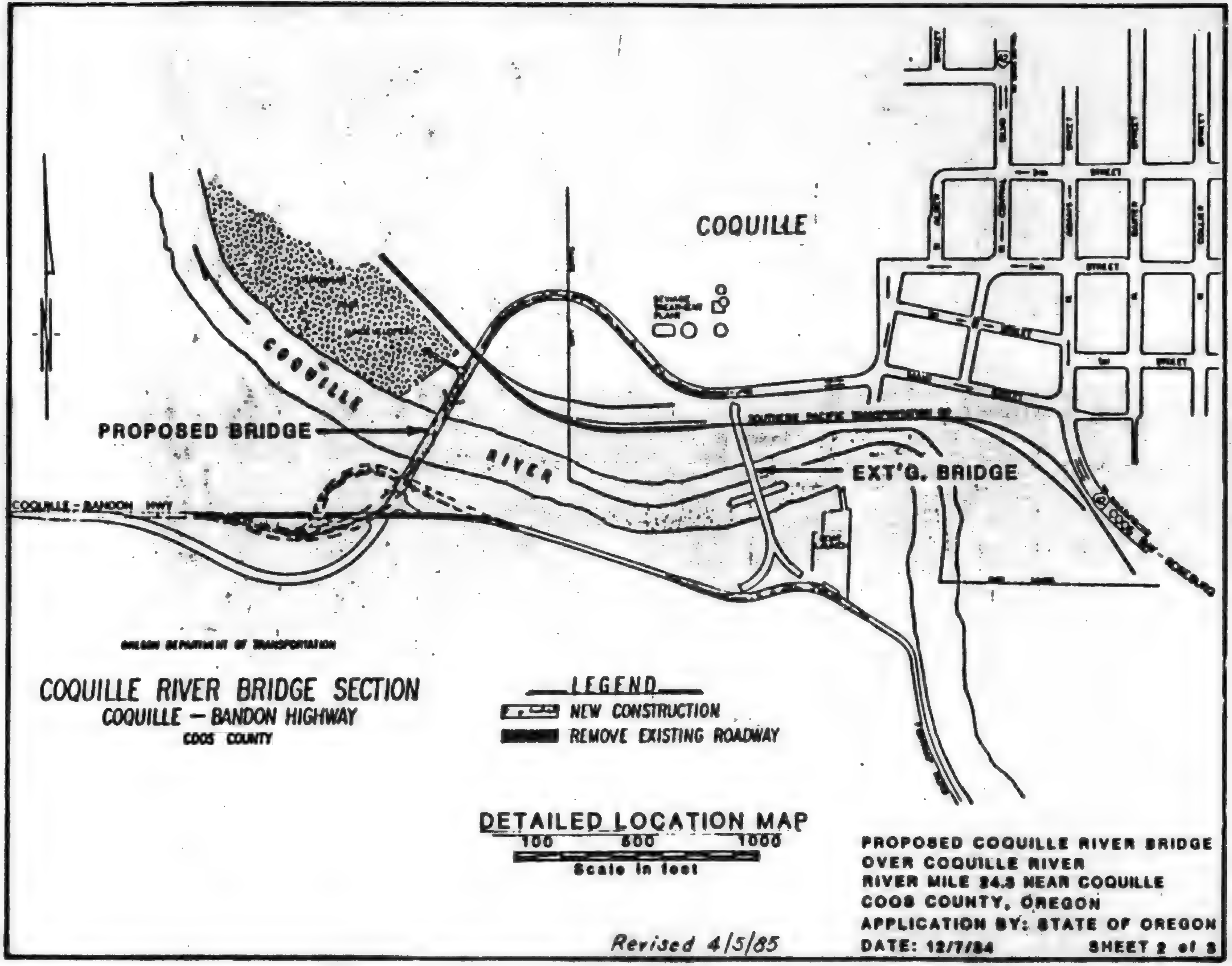
SCALE 1:62500

SCALE IN MILES

NOTE:

VICINITY MAP FROM OFFICIAL HIGHWAY MAP OF OREGON (ODOT 1983)
LOCATION MAP FROM COQUILLE QUADRANGLE (15 MINUTE SERIES)

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 1 of 3


COQUILLE
PROPOSED BRIDGE
EXT'G. BRIDGE
COQUILLE
RIVER
COQUILLE - BANDON HWY
LEGEND
NEW CONSTRUCTION
REMOVE EXISTING ROADWAY
100 500 1000
Scale in feet

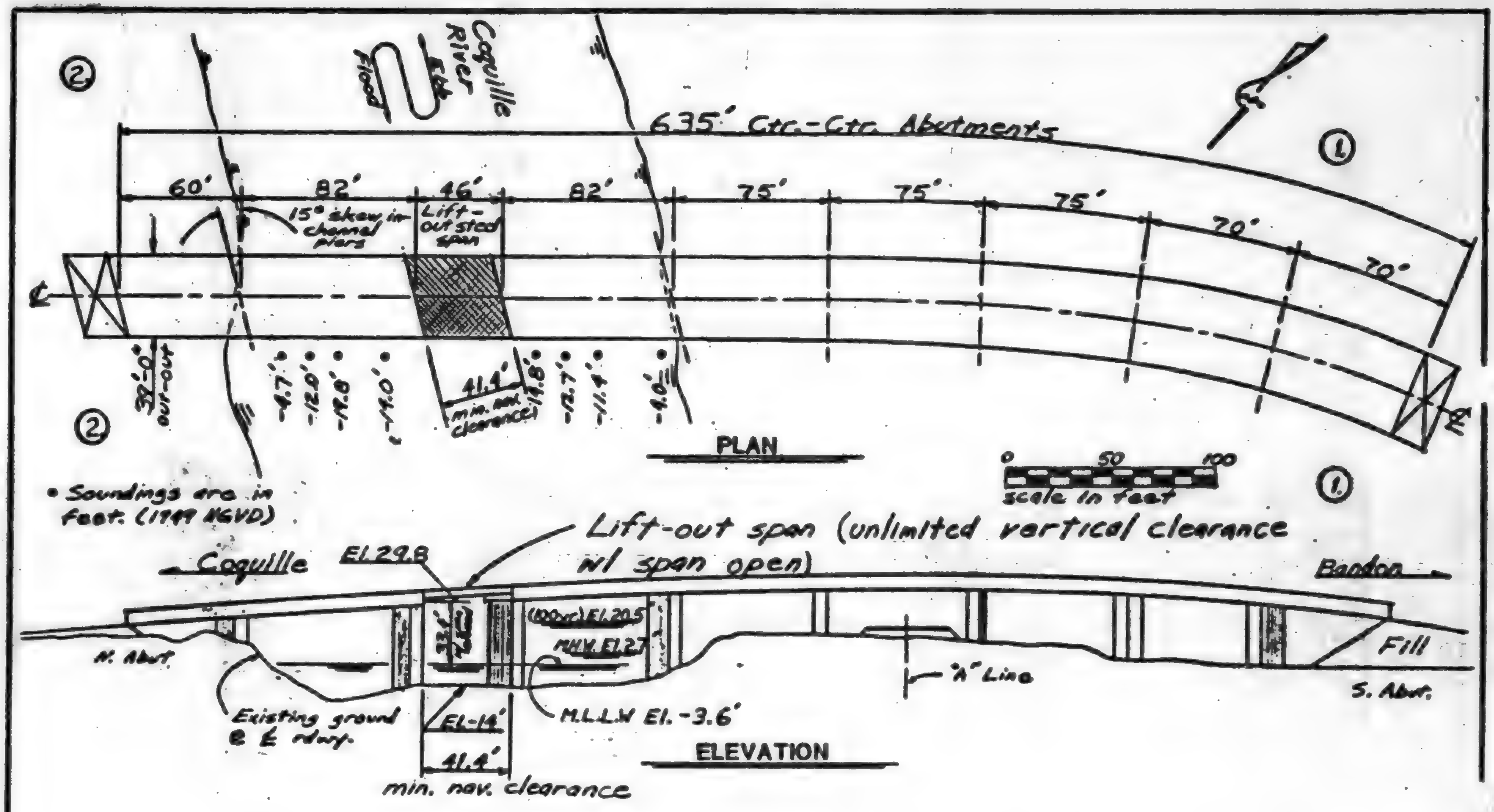
OREGON DEPARTMENT OF TRANSPORTATION

COQUILLE RIVER BRIDGE SECTION
COQUILLE — BANDON HIGHWAY
COOS COUNTY

DETAILED LOCATION MAP

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 2 of 3

Revised 4/5/85


②
Coquille River
Ebb
Flood
635' Ctr.-Ctr. Abutments
①
60'
82'
46'
82'
75'
75'
75'
70'
70'
15° skew in-channel piers
Lift-out steel span
℄
32'-0" out-out
-4.7'
-12.0'
-11.8'
-11.0'
41.4' min. nav. clearance
-11.8'
-12.7'
-11.4'
-4.0'
②
PLAN
0 50 100
scale in feet
①
• Soundings are in feet. (1929 NGVD)
Lift-out span (unlimited vertical clearance w/ span open)
← Coquille
El. 29.8
Bandon →
(100 yr) El. 20.5
M.H.W. El. 2.7
33.2'
N. Abut.
Fill
"A" Line
S. Abut.
Existing ground @ ℄ rdwy.
El. -14'
M.L.L.W El. -3.6'
41.4'
min. nav. clearance
ELEVATION

Total fill below M.H.W. = 248 Yds. (Concrete)

Total exc. below M.H.W. = 340 Yds (Footing excavation from within coffer dams.)

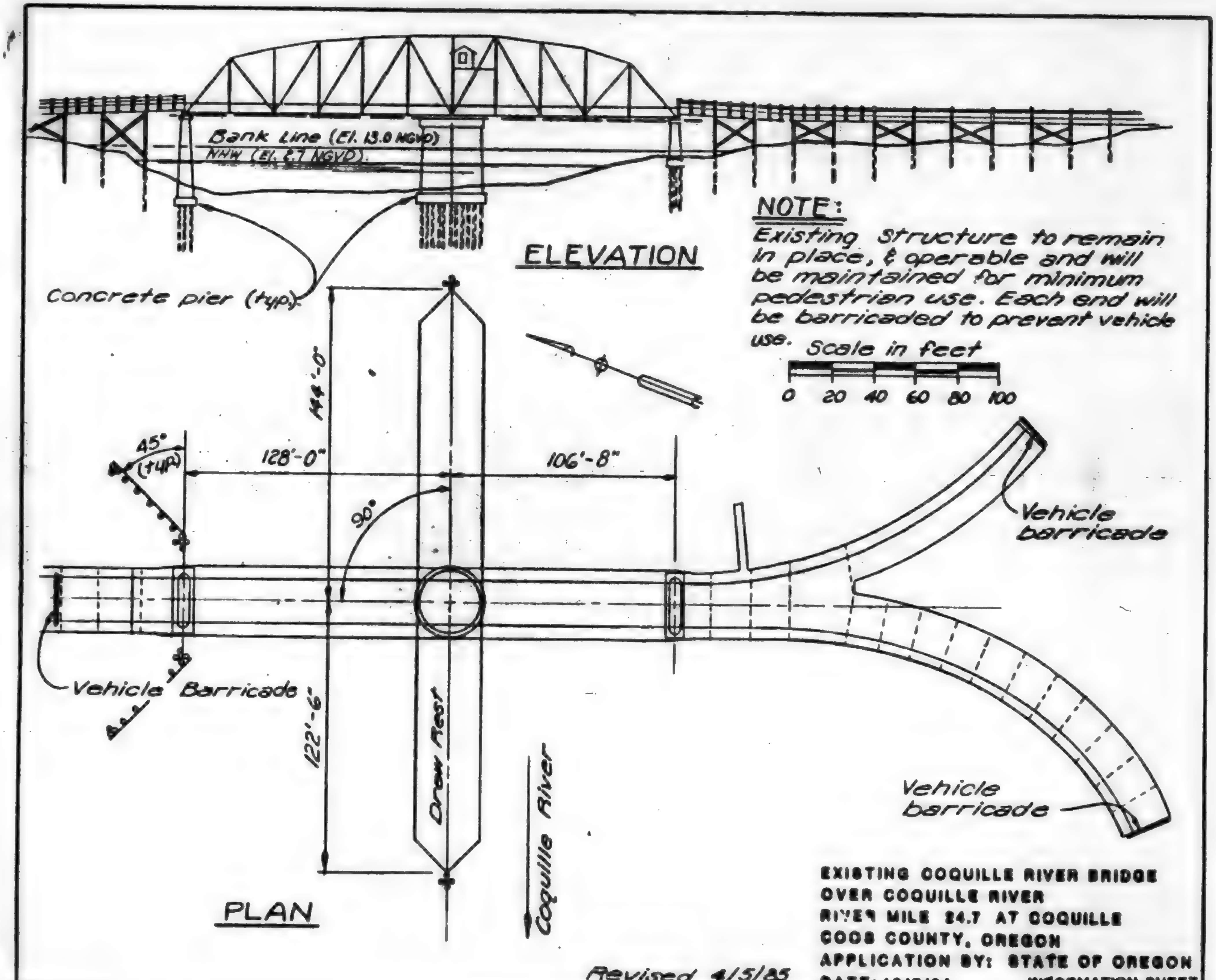
__Datum:__ All elevations N.G.V.D. (1929)

__Adjacent Property Owners:__

① Mary K. Farms Co-Partnership:
Mary Janice Finch & K.P. Wallace. P.O. Box 327
Corona Del Mar. Calif. 92625 Ph.# 714-673-8044

② Oregon State Highway Division
120 Transportation Bldg.
Salem, Oregon 97310 Ph.# 503-378-6299

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 3 of 3


Bank Line (El. 13.0 NGVD)
NHW (El. 2.7 NGVD)
Concrete pier (typ.)
ELEVATION
144'-0"
45° (typ.)
128'-0"
106'-8"
90°
Vehicle barricade
Vehicle Barricade
122'-6"
Draw Rest
Coquille River
Vehicle barricade
PLAN
Scale in feet
0 20 40 60 80 100

NOTE:
Existing structure to remain in place, & operable and will be maintained for minimum pedestrian use. Each end will be barricaded to prevent vehicle use.

Revised 4/5/85

EXISTING COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.7 AT COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 INFORMATION SHEET

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAY 21 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to File No.:
ENV 3

May 20, 1985

Mr. Gary Vohrman
Environmental Protection Agency
1200 Sixth Avenue
Seattle, WA 98101

RE: Coquille River Bridge
Coquille-Bandon Highway
Coos County, Oregon

Dear Mr. Vohrman:

I enjoyed our Friday, May 17, 1985, conversation and appreciate you calling me in advance of your formal commenting on the Corps of Engineer permit notice that is due out. I hope you have a better understanding of the Highway Division's position on this specific project and why we propose only partial mitigation for the loss of wetlands.

Our conclusion that the proposed project includes all practical measures to minimize harm to wetlands has been concurred in by the Federal Highway Administration in a Finding of No Significant Impact they issued on August 30, 1982. As you requested, I am forwarding a copy of the FONSI and the Environmental Assessment which supports this conclusion and provides documentation for the wetlands finding.

I have also enclosed a copy of 23 CFR 771.1-771.11, Mitigation of Environmental Impacts to Privately Owned Wetlands. We do not believe there are compelling reasons and justification to mitigate outside of the highway right-of-way on this project. The 0.25 percent loss is not significant.

Your suggestion that we present our wetland mitigation proposals at SWIM meetings is a good one. You seem to share our belief that wetland mitigation issues need to be addressed early in the development of a project and preferably in conjunction with the NEPA process. Delaying these matters to the permit stage is too late because project plans will have already been prepared and a great deal of time, effort, and money will have already been expended; bringing proposals into question at this time is usually counter-productive. I was glad to hear you tell me this is your concern as well.

I think the Environmental Assessment prepared for the Coquille River Bridge project will give you a better understanding of why we propose only partial mitigation of wetland losses. The Assessment was circulated for public and agency review in 1981 and a FONSI and the Revised Environmental Assessment was issued in September of 1982. The action proposed in the Corps of Engineers notice reflects the input we have received through this process. Any assistance you can lend to expediting permit issuance will be greatly appreciated.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310

CMG:lm

Enclosures

cc: Dale Wilken

bc: E. S. Hunter
Jim Gix

OCM 17-1
[illegible]
[illegible]

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

MISC. CONTRACTS and AGREEMENTS No.______

✓1) On December 7, 1984, approved Supplemental Agreement No. 2 with OBEC Consulting Engineers for preconstruction engineering on the Coquille River Bridge of the Coquille-Bandon Highway in Coos County. Supplement increases the total contract amount by $21,898. New total contract amount: $131,155.30. (Approved by E. S. Hunter for State Highway Engineer.)

2) On February 27, 1985, approved an amendment to a personal service contract with Gossard-Pyron to conduct Team Building Training for Highway Division personnel. Amendment changes the time from January 1, 1985, to December 31, 1985. (Approved by E. S. Hunter for State Highway Engineer.)

3) On March 18, 1985, approved a Memo of Understanding with Elkhorn Stage Lines stating that the Highway Division will install and maintain highway directional signs to intercity bus stations and bus stops.

4) On March 29, 1985, signed a personal service contract with Cooper Consultants for preliminary engineering work on the Willamette Highway Passing Lane Section of the Willamette Highway (M.P. 7.2 - M.P. 7.9) in Lane County. Cost $48,225. Time Period: April 15, 1985, through July 25, 1985. (Approved by Commission on May 15, 1984. E. S. Hunter signed on behalf of State Highway Engineer.)

5) On April 3, 1985, approved a personal service contract with Roger Tunks to conduct a Managing Excellence: Performance Coaching and Counseling Workshop on April 18-19, 1985, in Bend at a cost of $1,632.

6) On April 5, 1985, signed a personal service contract with O.B.E.C. Consulting Engineers for preliminary engineering services on the Cogswell Hill Slide Section of the McKenzie Highway in Lane County in the amount of $65,208. Time Period: April 15, 1985 through December 2, 1985. (Approved by Commission on May 15, 1984.)

7) On April 8, 1985, approved the removal of "STOP" Sign, at 2nd Street Interchange, Columbia River Highway No. 2, in the City of Hood River.

8) On April 16, 1985, signed a personal service contract with Westlake Consultants, Inc. for preliminary engineering services on the Umpqua Highway Passing Lane Section of the Umpqua Highway in Douglas County in the amount of $52,400. Time Period: April 15, 1985, through November 4, 1985. (Signed by E. S. Hunter for the State Highway Engineer. Approved by Commission on May 15, 1984.)

9) On April 16, 1985, signed a personal service contract with International Engineering Co., for preliminary engineering work on the Green Springs Highway Rockfall Section of the Green Springs Highway 66 (M.P. 13.1 - M.P. 13.9) in Jackson County. Cost $68,000. Time Period: April 15, 1985 through July 25, 1985. (Approved by Commission on May 15, 1984. E. S. Hunter signed on behalf of State Highway Engineer.)

10) On April 18, 1985, signed a personal service contract with H.G.E., Inc. for preliminary engineering work on the Umpqua Hwy. @ M.P. 3.43 Section of the Umpqua Highway in Douglas County. Cost $34,960. Time Period: April 15, 1985 through September 3, 1985. (Approved by Commission on May 15, 1984. E. S. Hunter signed on behalf of State Highway Engineer.)

Dated this 8 day of May, 1985

H S Coulter

H. S. Coulter, State Highway Engineer

5-7-85

CON 19-1
Coquille
[illegible]

ROW 18-2

STATE OF OREGON **INTEROFFICE MEMO**

TO:	J. B. Boyd, PE, PLS Right of Way Manager	DATE:	May 6, 1985
FROM:	Roger D. Trygstad, PE Railroad & Utility Engineer		
SUBJECT:	Easement from Railroad Coquille River Bridge (Coquille) Section Coquille-Bandon Highway Coos County File 53620 ODOT Agreement No. RR-1178		

RAILROAD COMPANIES
FILE No. 1178

Attached is the State's copy of a fully executed easement indenture which we need for the subject project.

I am sending the agreement to you for recording should you desire. Whether you record it or not, the original should be forwarded to Bob Gormsen. If you do have it recorded, please give me the recording data so I can furnish it to the Railroad. attached

RDT:jr
attach.

cc: D. E. Wilken w/attach.
Bob Gormsen w/attach.
Don Trout w/ attach. (2)
Jim Gix w/attach. (2)
Neil Flanagan w/attach.

pls do recd, etc.
AL

[illegible]

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 07 1985
AM ADM [illegible] CA RS
PMS AS CE [illegible] TA RUS

Record
JB

RECEIVED
MAY 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CON 19-1
Coquille R.

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591 3
May ~~1~~, 1985

Mr. E. S. Hunter, P. E.
Assistant State Highway Engineer
Technical Services Branch
Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

We have reviewed the revised drawings for the Coquille River bridge at Coquille, Oregon, submitted by your letter of April 18, 1985. We see that you have changed your project from bridge replacement to construction of a new bridge. Because of this change, we will need revisions to both your letter of application and your environmental assessment (EA).

The revised letter of application and EA should make it clear that this project is for a new bridge instead of simply a bridge replacement. The revisions should accurately describe the new project and the reasons for the change.

When we receive the revised material, we will review it and proceed with the processing of your permit request without delay. If you have any questions regarding our procedures or the handling of your permit request, please call me or Wayne Lee at (206) 442-5864.

Sincerely,

John E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Copy to: FHWA, Dale E. Wilken

5-3-85
Walt Hart
Cam Gilmore
More harassment but we will have to comply.
ESH

Cys. Hart
Gilmore
5-3-85
RW

RECEIVED
STATE HWY ENGR
MAY 3 '85
REFER TO
FOR
Info | Inves | R/D | D/K | Sign | Act | File

[illegible]

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

April 29, 1985

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Coquille River Bridge
Coquille-Bandon Highway
Coos County

Dear Mr. Wilken:

The State Historic Preservation Office concurs that our proposal for leaving Coquille River Bridge in an operating condition results in a no effect finding with respect to 36CFR800.3 We anticipate having the statewide Historic Bridges Preservation Plan underway soon. Completion of this plan will enable the proper level of historic mitigation for the existing bridge to be determined.

Enclosed is the letter from the State Historic Perservation Office concurring with a no effect finding. An addendum to the August 24, 1982 Finding of No Significant Impact is also included. Our reevaluation concludes that the findings of the Environmental Assessment remain valid, as supplemented. If you concur, please inform the Coast Guard. Your continued cooperation is appreciated.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street, N.E.
Salem, OR 97310

RECEIVED
STATE HWY ENGR
APR 30 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

CMG:gu

cc: H. S. Coulter w/attach
E. S. Hunter w/attach
Walt Hart w/attach
Jim Gix w/attach

E.S
4-30-85
cc Dale Wilken
EDN
copy sent 4-30-85
RW

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

April 24, 1985

Pieter Dykman
Research Coordinator
Environmental Section
Oregon State Highway Division
324 Capitol St NE
Salem, OR 97310

Dear Pieter:

This will confirm that the State Historic Preservation Office concurs in your finding of no effect with regard to proposed construction of a new bridge adjacent to the Coquille River Bridge in Coos County, Oregon, a property mutually considered eligible for inclusion National Register of Historic Places.

The finding of no effect is based on the fact that the Coquille River Bridge will be retained in operating condition for use as a vehicular bridge during construction of the new bridge and, upon completion of construction, it will be used as a pedestrian bridge until a long range disposal plan is determined.

As always we appreciate the opportunity to offer our comments, which we hope will be helpful to you.

Sincerely,

D.W. Powers, III, Deputy
State Historic Preservation Officer

DWP:EWP:jn
6141C

Addendum to Finding of No Significant Impact

Coquille River Bridge Replacement
Coquille-Bandon Highway
Coos County, Oregon
Federal Highway Administration
and
Oregon Department of Transportation

In 1980, when the Finding of No Significant Impact (FONSI) was released, the Oregon State Highway Division (OSHD) concluded that the Coquille River Bridge was not eligible for the National Register of Historic Places. Since that time, OSHD has completed a comprehensive inventory and evaluation of the highway bridges in the state to identify those bridges which are historically significant (Historic Highway Bridges of Oregon, Environmental Section, OSHD, 1985). The study concludes that this bridge is eligible for the National Register of Historic Places. The State Historic Preservation Office concurred in this judgement on February 21, 1985.

An Historic Bridges Preservation Plan is being initiated which will examine the structural condition, capacity, timetable for replacement, and the feasibility of preservation for the various historic bridges throughout the state. Through this study, the level of mitigation for these bridges, including the Coquille River Bridge, will be decided.

In the meantime, construction of the new Coquille River Bridge is proposed to proceed about 1400 feet downstream from the old bridge.

The required Coast Guard permit is for the new bridge only. During construction of the new bridge, the existing structure will be open to vehicular traffic. If the level of historic mitigation for the existing bridge has not been determined by the time the new structure is completed, OSHD will maintain the old bridge in an operating condition. The drawspan will be maintained and the ends of the approaches will be barricaded so that only pedestrian traffic can cross the bridge.

Except for eliminating the action to remove the old Coquille River Bridge, the plans proposed for the new structure are essentially the same as the selected alternative, Alternative 1, in the Finding of No Significant Impact, and the findings in that document continue to be valid.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
APR 22 '85
REFER TO
FOR
Info | Act | File
In Reply Refer
File No.
ENV 3

April 19, 1985

David W. Powers, Deputy
State Historic Preservation Officer
525 Trade Street
Salem, OR 97310

RE: Coquille River Bridge
Coos County

Dear David:

In 1980 we submitted a cultural research report to you for the Coquille River Bridge replacement project. We concluded, based on the available comparative data, that the Coquille River Bridge was not eligible for the National Register of Historic Places. By letter dated, November 12, 1980, your office concurred in our judgement.

Since this initial judgement, the Highway Division has completed the Historic Bridge Study for the entire state. We have concluded that the Coquille River Bridge is eligible for the National Register. Your office concurred in this reassessment of the bridge's status informally last year and officially by letter on February 21, 1985.

A number of mitigation possibilities are now being pursued, but will take time to work out the details. The careful, orderly development of an acceptable mitigation plan conflicts with an urgent need to obligate funds and begin construction on the new bridge. The project is scheduled for contract letting in late May of this year.

We are proposing to proceed with the construction of the new bridge at the selected location about 1400 feet downstream from the old bridge, and are requesting a Coast Guard permit for the new bridge only. We plan to leave the existing structure in use as a vehicular bridge during construction of the new bridge and, subsequently, as a pedestrian bridge until an acceptable course of action under a statewide bridge preservation study is identified. The Coast Guard permit for the existing bridge calls for keeping the bridge in operating condition.

The Highway Division will maintain the old bridge in an operating condition until a mitigation option or other disposition is agreed to by the affected parties.

cc Wat Hart
4/23

Form 734-3122

The proposed treatment of the old bridge does not change those characteristics which make the Coquille River Bridge eligible for the National Register. We find that 1) there is no change in location, design, setting, materials, workmanship, feeling, or association of the property; 2) no construction or alteration of the property; or 3) neglect, transfer or sale of the property resulting in its deterioration or destruction. It is, our conclusion that the proposed construction of the new bridge results in a "finding of no effect" on the existing bridge.

As we discussed by telephone, you are requested to give us your opinion on our finding of no effect on the interim action, to proceed with the construction of the new bridge while retaining the old bridge in a functional, maintained use. Your earliest possible reply is much appreciated. Thanks as always for your advice and assistance.

Sincerely,

Pieter

Pieter T. Dykman
Research Coordinator
Environmental Section
Oregon State Highway Division
324 Capitol Street, N.E.
Salem, OR 97310

PTD:gu

cc: E. S. Hunter
Dale Wilken
Jim Gix
Cam Gilmour

bc: Pieter Dykman
Maxine banks
Tom Arnold

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 18, 1985

In Reply Refer to File No.:
DES 23
598D

John E. Mikesell
Chief, Bridge Section
U.S. Coast Guard
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

Coquille River Bridge Replacement
Coos County, Oregon
BR 598D

Enclosed are three sets of prints of the permit drawings and revised reproducible drawings of the location map and the information sheet for the subject structure.

The location map and the information sheet have been revised to show that the existing structure will remain in place, the drawspan operable. The bridge will be maintained for minimum pedestrian use, and each end will be barricaded to prevent vehicle use.

Coordination with the State Historic Preservation Office is now occurring, and the environmental assessment is being revised to reflect these changes as well as to address the historic status. We will keep you informed of these issues.

We would appreciate an expeditious handling of our permit request in order that the project will not incur any further delays.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

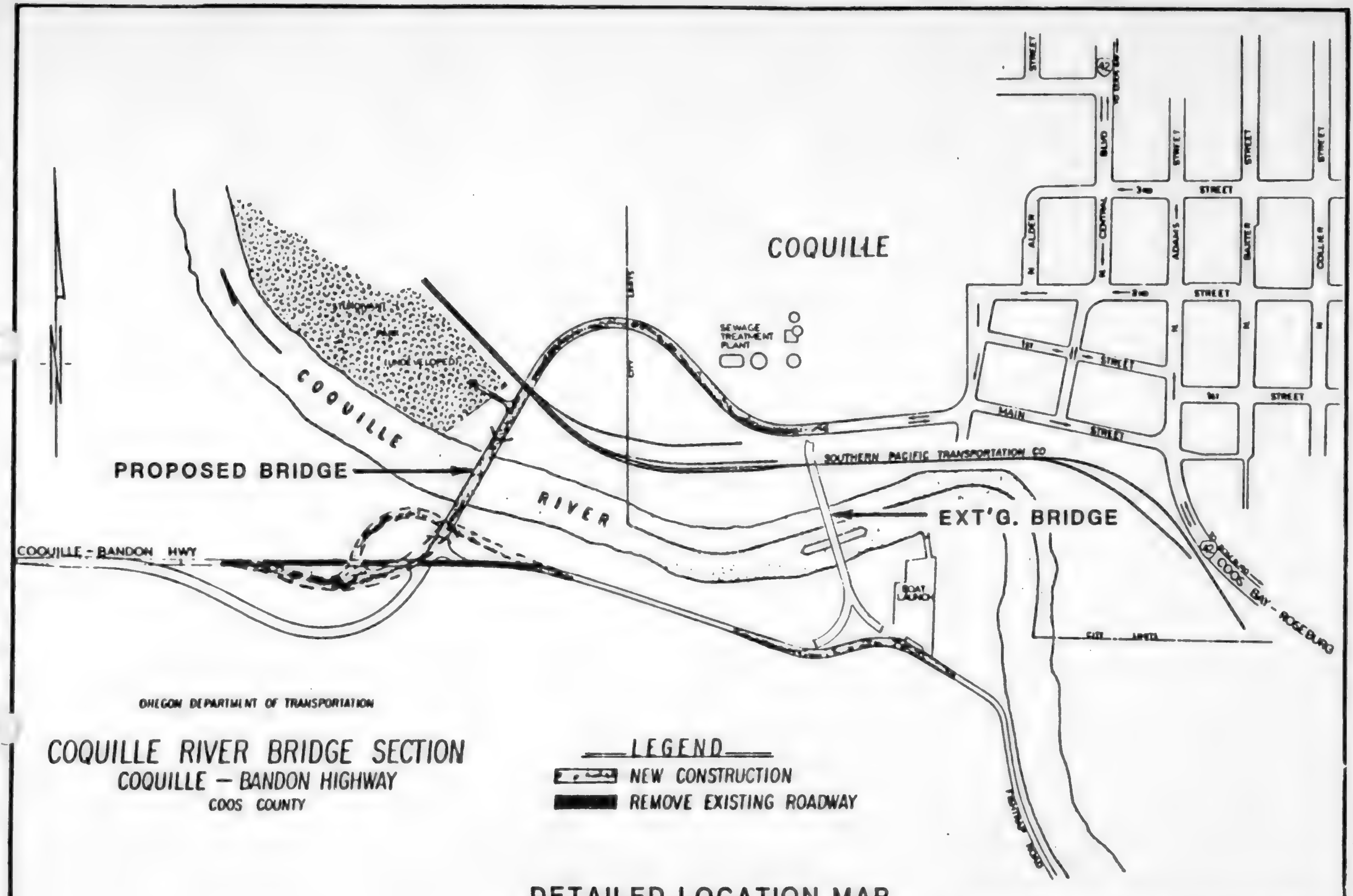
Enc.

cc Dale E. Wilken Division Administrator (enc.)
Federal Highway Administration

bc H. S. Coulter
Walt Hart
Duane Christensen
Cam Gilmour
Jim Gix

TSJ:WJH:jrb ja

Form 734-3122


COQUILLE
SEWAGE TREATMENT PLANT
STREET
BLVD
ALDER
CENTRAL
ADAMS
BAXTER
COLLIER
3RD STREET
2ND STREET
1ST STREET
MAIN STREET
SOUTHERN PACIFIC TRANSPORTATION CO
CITY LIMITS
EXT'G. BRIDGE
PROPOSED BRIDGE
COQUILLE
RIVER
COQUILLE - BANDON HWY
BOAT LAUNCH
COOS BAY - ROSEBURG
42
LEGEND
NEW CONSTRUCTION
REMOVE EXISTING ROADWAY

OREGON DEPARTMENT OF TRANSPORTATION

COQUILLE RIVER BRIDGE SECTION

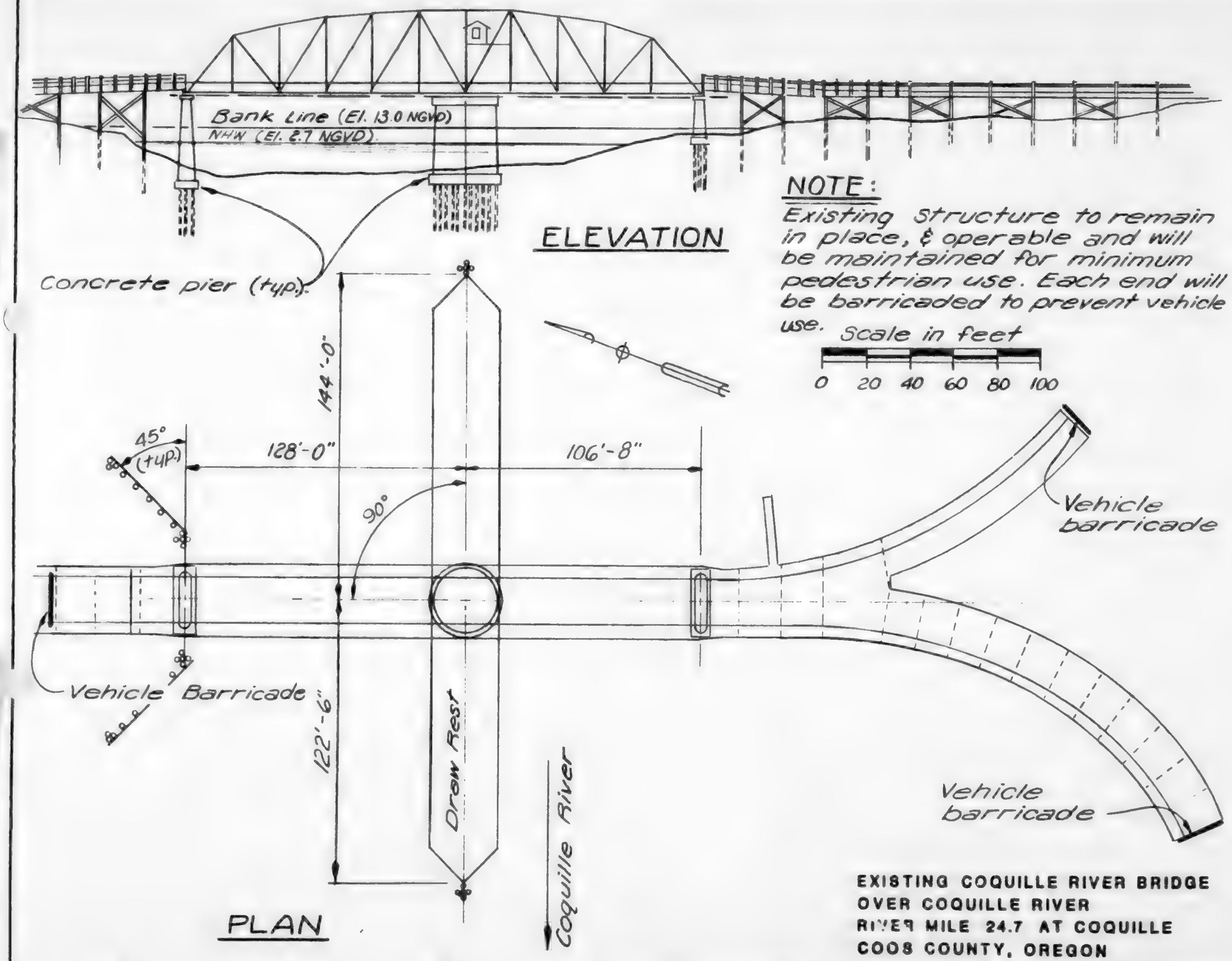
COQUILLE – BANDON HIGHWAY
COOS COUNTY

DETAILED LOCATION MAP

100 500 1000
Scale in feet

Revised 4/5/85

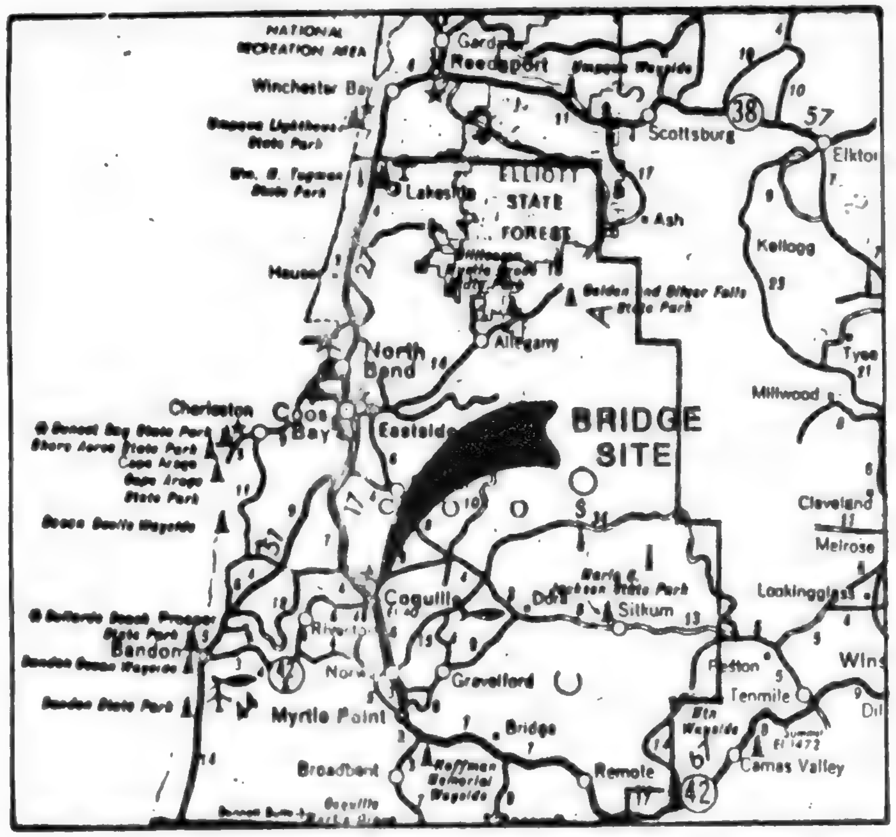
PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 2 of 3


Bank Line (El. 13.0 NGVD)
NHW (El. 2.7 NGVD)
Concrete pier (typ.)
ELEVATION
144'-0"
128'-0"
106'-8"
45° (typ.)
90°
Vehicle barricade
Vehicle Barricade
Vehicle barricade
122'-6"
Draw Rest
Coquille River
PLAN
Scale in feet
0 20 40 60 80 100

NOTE:
Existing structure to remain in place, & operable and will be maintained for minimum pedestrian use. Each end will be barricaded to prevent vehicle use.

EXISTING COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.7 AT COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84
INFORMATION SHEET

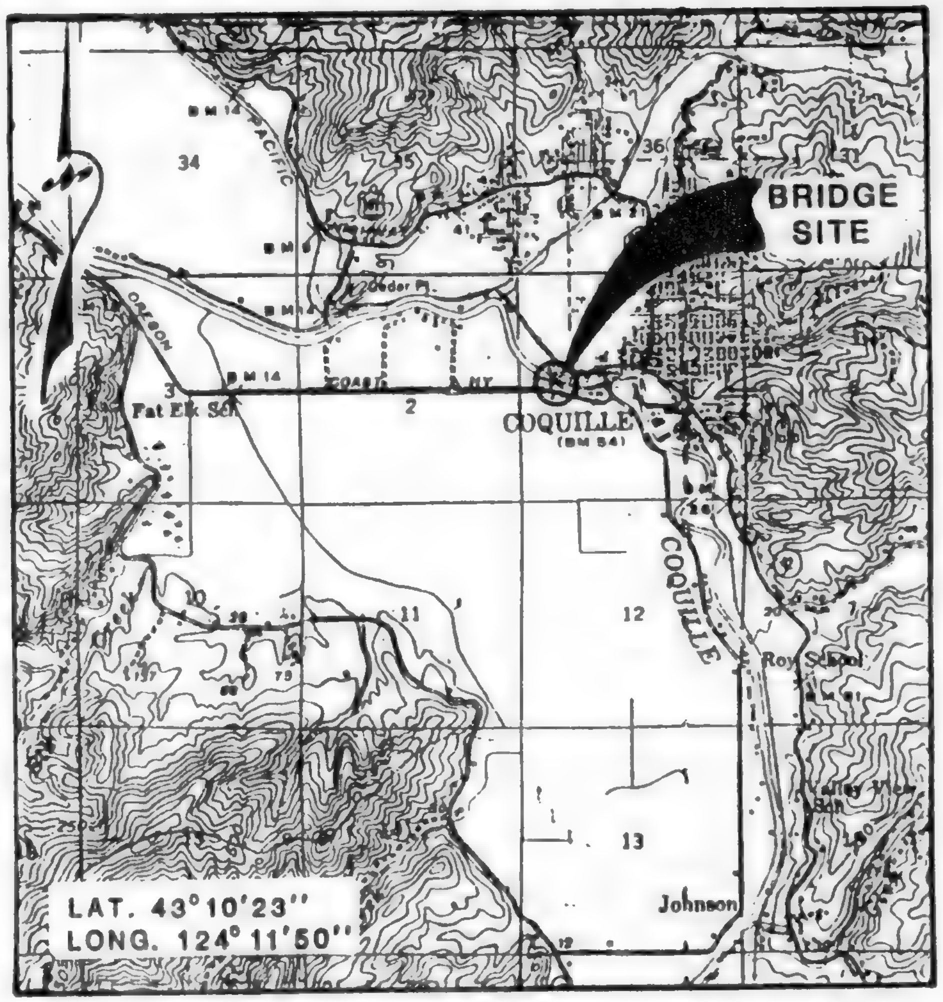
Revised 4/5/85


BRIDGE SITE
NATIONAL RECREATION AREA
Winchester Bay
Gardiner
Reedsport
Scottsburg
Elkton
Lakeside
ELLIOTT STATE FOREST
Ash
Kellogg
North Bend
Allegany
Charleston
Coos Bay
Eastside
Millwood
Cleveland
Melrose
Coquille
Riverton
Bandon
Dora
Sitkum
Lookingglass
Myrtle Point
Gravelford
Fairview
Tenmile
Bridge
Broadbent
Remote
Camas Valley
38
57
42
31

VICINITY MAP

0 15 30

SCALE IN MILES


BRIDGE SITE
34
36
PACIFIC
OREGON
Fat Elk Sch
2
3
COQUILLE
(BM 54)
12
11
13
COQUILLE
Roy School
Johnson
LAT. 43°10'23''
LONG. 124°11'50''

SEC.01, T.27S., R.12W. W.M.

LOCATION MAP

SCALE 1:62500

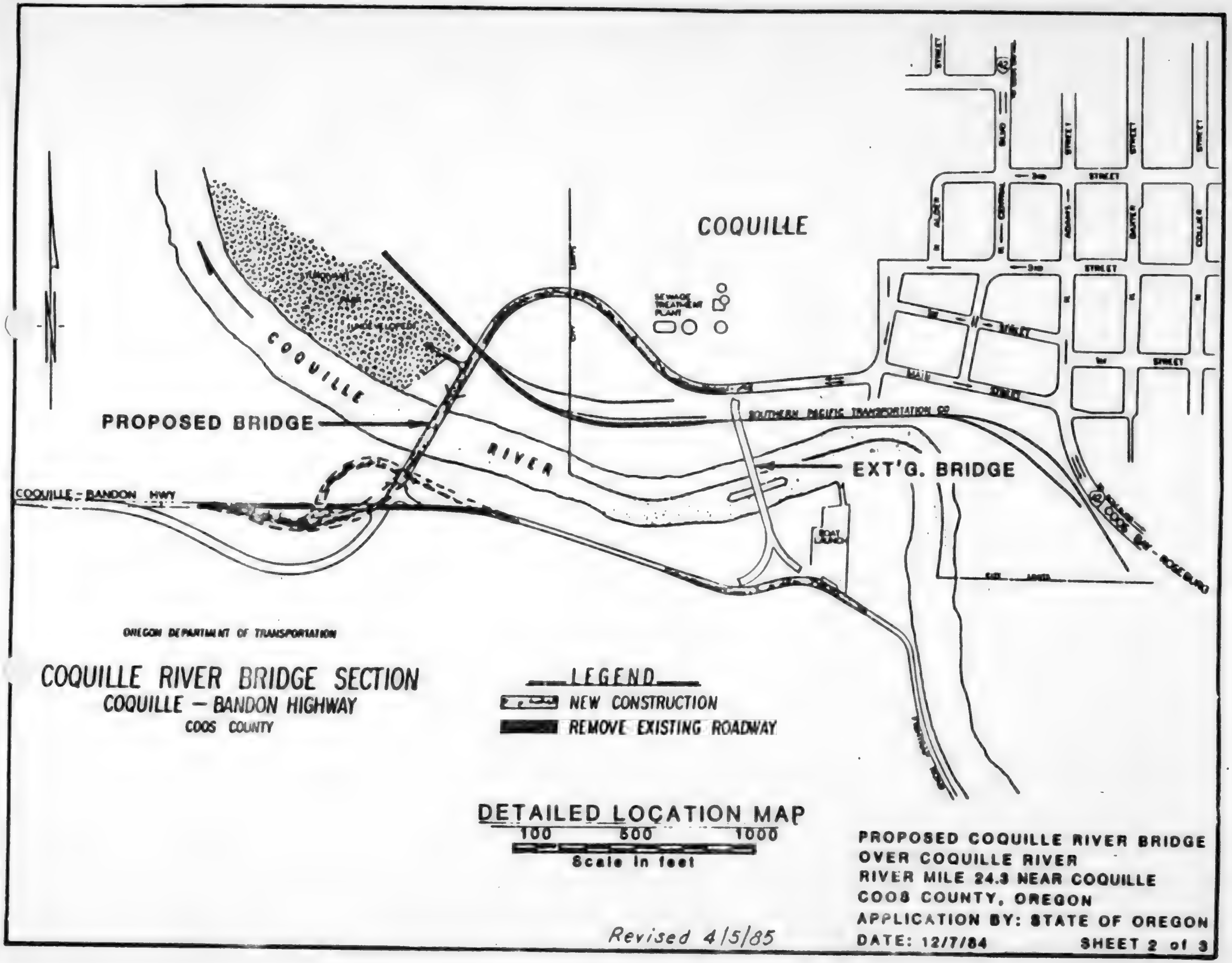
0 1 2 3

SCALE IN MILES

NOTE:

VICINITY MAP FROM OFFICIAL HIGHWAY MAP OF OREGON (ODOT 1983)
LOCATION MAP FROM COQUILLE QUADRANGLE (15 MINUTE SERIES)

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 1 of 3


COQUILLE
PROPOSED BRIDGE
EXT'G. BRIDGE
COQUILLE
RIVER
COQUILLE - BANDON HWY
SOUTHERN PACIFIC TRANSPORTATION CO.
SEWAGE TREATMENT PLANT
MAIN STREET
STREET
ALDER
CENTRAL
ADAMS
BAXTER
COLLIER
BOAT LANDING
COOS BAY - ROSEBURG
42
CITY LIMITS

OREGON DEPARTMENT OF TRANSPORTATION

COQUILLE RIVER BRIDGE SECTION
COQUILLE – BANDON HIGHWAY
COOS COUNTY

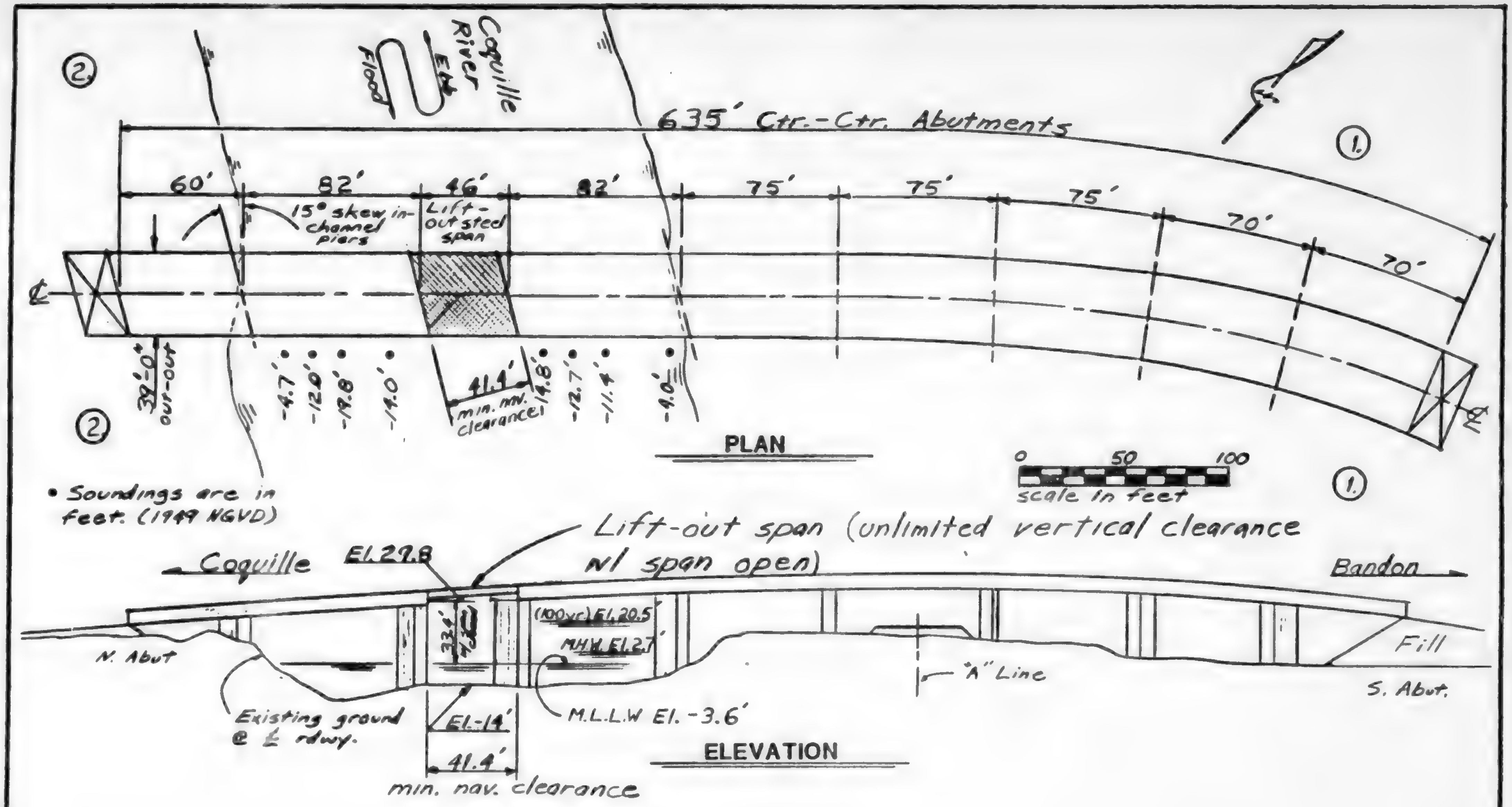
LEGEND
▨ NEW CONSTRUCTION
■ REMOVE EXISTING ROADWAY

DETAILED LOCATION MAP

100 500 1000
Scale in feet

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 2 of 3

Revised 4/5/85


Coquille River
Ebb
Flood
②
①
635' Ctr.-Ctr. Abutments
60'
82'
46'
82'
75'
75'
75'
70'
70'
15° skew in-channel piers
Lift-out steel span
℄
39'-0" out-out
-4.7'
-12.0'
-19.8'
-14.0'
41.4' min. nav. clearance
-14.8'
-12.7'
-11.4'
-4.0'
PLAN
0 50 100
scale in feet
• Soundings are in feet. (1949 NGVD)
Lift-out span (unlimited vertical clearance w/ span open)
Coquille
El. 29.8
Bandon
(100 yr) El. 20.5
M.H.W. El. 2.7'
33.4'
N. Abut
Fill
S. Abut.
"A" Line
Existing ground @ ℄ rdwy.
El. -14'
M.L.L.W El. -3.6'
41.4'
min. nav. clearance
ELEVATION

Total fill below M.H.W. = 245 Yds.
(Concrete)

Total exc. below M.H.W. = 340 Yds (Footing excavation from within coffer dams.)

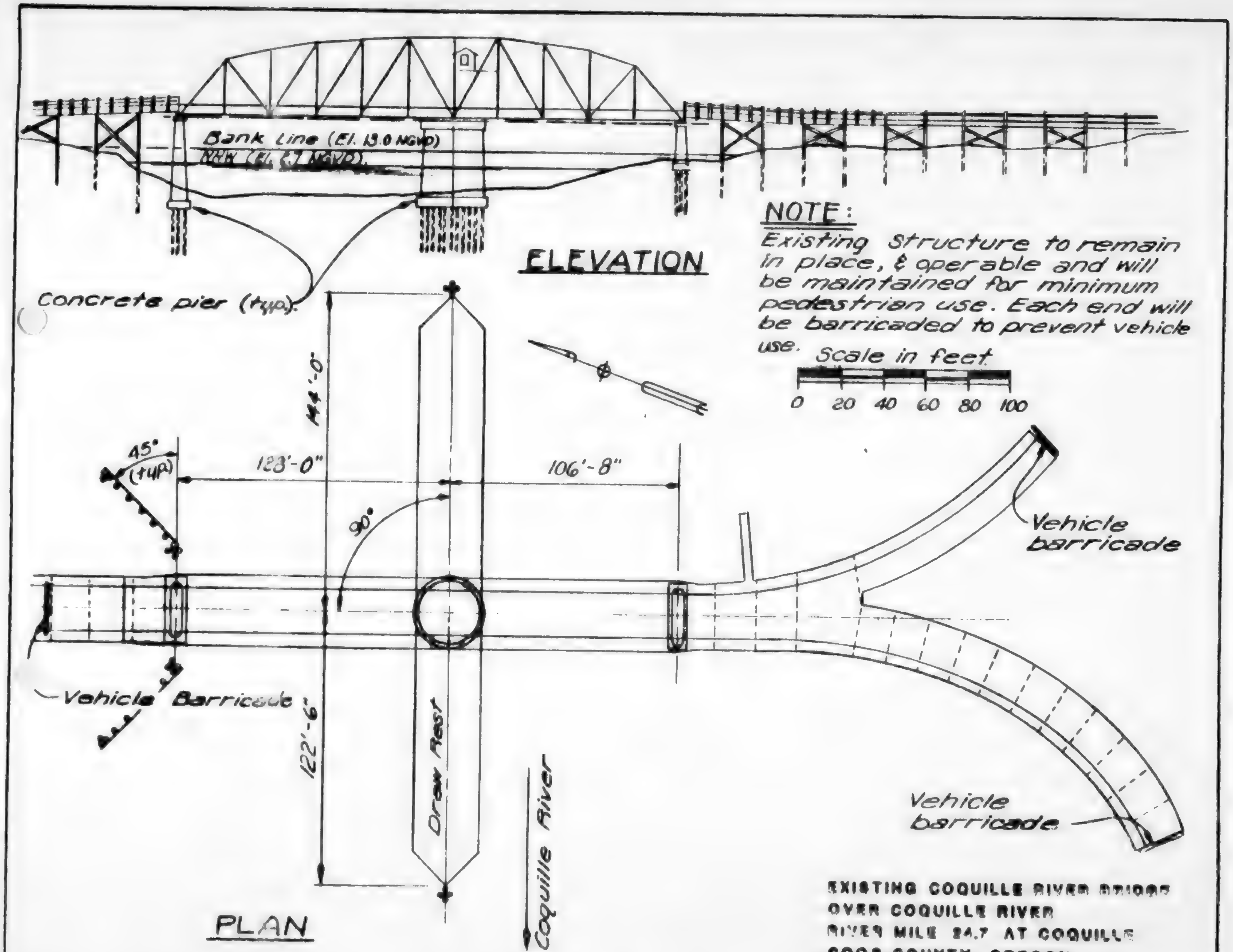
Datum: All elevations N.G.V.D. (1949)

Adjacent Property Owners:

① Mary K. Farms Co-Partnership.:
Mary Janice Finch & K.P. Wallace. P.O. Box 327
Corona Del Mar. Calif. 92625 Ph.# 714-673-8044

② Oregon State Highway Division.
120 Transportation Bldg.
Salem, Oregon 97310 Ph.# 503-378-6299

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 3 of 3


Bank Line (El. 13.0 NGVD)
MHW (El. [illegible] NGVD)
Concrete pier (typ).
ELEVATION
Scale in feet
0
20
40
60
80
100
45°
(typ)
128'-0"
106'-8"
144'-0"
122'-6"
90°
Draw Rest
Vehicle Barricade
Vehicle barricade
Vehicle barricade
Coquille River
PLAN

NOTE:
Existing structure to remain in place, & operable and will be maintained for minimum pedestrian use. Each end will be barricaded to prevent vehicle use.

Revised 4/5/85

EXISTING COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.7 AT COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84
INFORMATION SHEET

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
March 26, 1985

REFERRED TO
........Mann ....Cuno ....Henry
........Dayton FE Eriksen ....Gettis
........Baker ....Anderson ....
........King........Bedford........Lee........
Return Discuss Do File Due ....
By FINAL DESIGN ENGINEER
Forward to T. Litchfield

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilken:

I have been in contact with Irv Lloyd, Environmental Program Manager, FHWA, Region 20, and our Headquarters personnel regarding the Sections 4(f) and 106 documentation required for the Coquille River bridge replacement project (Oregon Project F-50(2)). We are taking no action on the application at this time pending completion of the 4(f) and 106 documentation.

The exemption from 4(f) attributed to Title 23 USC 771.135(g) does not satisfy our directives on environmental processing. Therefore, as lead federal agency, you must complete the environmental documentation or, as permitting agency, we will be required to.

Irv indicated that he has been in contact with you and is exploring ways for FHWA to prepare the documentation. We will need completion of 4(f) and 106 documentation, as well as revision of the environmental assessment to reflect the historic status of the bridge before we can continue our processing of the permit application. Please keep us advised of your progress in this endeavor. We will make every effort to complete our processing of the application as quickly as possible once the environmental documentation has been completed.

Sincerely,

Jol E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Copy: ORDOT, E. S. Hunter
FHWA, Irvin C. Lloyd

NOTED
E. S. HUNTER
CC Gilmour
Christensen
Hart
Boyd

1 RDE DL
2 FDE
LE
3 SE
FPC
PDE
LFB
GTE
RECEIVED
MAR 29 1985
ROAD DESIGN
SECTION
BPC
FDS
CA
Copy All
Return To File
B/U..../..../....

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
FOR

STATE OF OREGON
HIGHWAY DIVISION

REFERRED TO
Mann Cupo Henry
Dayton [✓ Eriksen] Gattis
Baker Anderson
King Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

INTEROFFICE MEMO
ENV 3

Forward to
T. Litchfield

TO: W. J. Hart
Bridge Engineer

DATE: March 26, 1985

FROM: Cam Gilmour, Manager
Environmental Section Cam

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SUBJECT: Coquille River Bridge
Coquille - Bandon Highway
Coos County

As we discussed on the phone today, the Coast Guard is going to require completion of Section 106 and Section 4(f) before they will issue a permit for the subject bridge replacement project. This means that in addition to the relocation scheme currently under investigation, three additional mitigation alternatives require investigation. These are:

1. Maintain the bridge in operational condition.

2. Leave the bridge in a permanently open condition. As discussed this would require stabilizing the span and rehabilitating or replacing the draw rest.

3. Leave and maintain bridge in permanently closed position (not viable because of navigational restriction.

Please evaluate the three options with respect to engineering feasibility, initial and recurring costs, and any liability questions you can foresee. Each of this options, of course, have questions in regards to acceptability to the Coast Guard regarding navigation and policy implications for the Highway Division regarding financing and liability. Answers to these questions will be sorted out as we progress through the 106 process.

I am unable to tell at this time what effect all of this will have on the contracting schedule for this project. Once this mitigation options have been written up and reviewed with SHPO and FHWA it is likely that at least 30 days will elapse before the Advisory Council will sign off on a memorandum of agreement. The Coast Guard will not circulate the permit for the required 30 day review until the Advisory Council agrees with the proposed mitigation. Assuming 30 to 45 days to prepare all of the documentation required for Section 106 we are at least 105 days from having FHWA approval to proceed. We are looking at a contract letting no earlier than late July.

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

CG:lm

cc: E. S. Hunter
Jim Gix
Gary Potter

NOTED
E. S. HUNTER

CC Christensen
Boyd.

25-1387

ALTERNATIVES TO REMOVING
COQUILLE RIVER BRIDGE

1. Leave as is, keeping swing-span operable.

2. Leave bridge in open position.

3. Leave bridge in closed position (no expenditures for keeping machinery operable)--this option of questionable merit because river is navigable.

4. Relocate bridge.

These alternatives need to be evaluated as to initial cost, recurring costs, liability analysis and effect on navigation. Importantly, to avoid an adverse effect finding, options 1-4 must not conflict with criteria set forth in 23 CFR 800.3; namely:

1. Does not destroy or alter property;

2. Does not isolate or alter property's surrounding environment;

3. Does not introduce visual, audible or atmospheric elements that are out of character with the property or alter its setting;

4. Does not neglect the property resulting in its destruction or deterioration; and

5. Transfer or sell property without adequate conditions or restrictions regarding preservation, maintenance or use.

With respect to factors 1 through 5, numbers 4 and 5 are particularly germane. The analysis for options 1 through 3 should assume the bridge is usable for only foot and bicycle traffic, that any necessary painting is done and that any structural repair is done as an initial cost.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 26, 1985

In Reply Refer to
File No.:
PAR 7-4
ENV 3

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Coquille River Bridge
Coquille-Bandon Highway
Coos County
F-50(2)

Since our exchanges of correspondence in regard to the subject bridge's historic status in October of 1984, the Highway Division has been exploring historic mitigation measures. We have also been contacted by the City of Coquille. The City is interested in using the bridge in an undeveloped park immediately downstream from the new bridge site. It is our understanding that the superstructure would be used to bridge a swale located in this undeveloped parcel.

Based on this concept, the Highway Division has prepared an estimate of relocating the bridge superstructure to this new setting. The estimated cost is $270,000 to move and repair the bridge. A new coat of paint would add an additional $60,000 for a total of $330,000.

We have also prepared an estimate of the superstructure demolition cost. This cost is approximately $55,000, and does not include removal of the existing piers and timber approaches but does consider salvage value. A memorandum addressing these cost estimates is attached.

We are interested in knowing to what extent you are willing to participate in the $330,000 estimated cost of relocating the existing bridge. The Highway Division plans to provide the City of Coquille with this information and to inform them of what their fiancial obligation would be. Your continuing cooperation on this project is appreciated.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter w/attachment
Walt Hart
Jim Gix "
Cam Gilmour "

Attachment

CMG:lm ja

STATE OF OREGON

INTEROFFICE MEMO

TO: Maxine Banks
Environmental Unit

DATE: March 5, 1985

DES 23
598D

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Coquille River Bridge
Coquille-Bandon Highway
Coos County
Relocation of Existing Bridge
BR 598D

We have studied the feasibility of moving the existing bridge to the city park just downstream from the new bridge and have determined that it is feasible but also costly. The estimated cost is $270,000 to move and repair the bridge. An additional $60,000 will be required to paint the structure, since the last painting was in 1967.

Attached is a suggested construction sequence and a breakdown of the estimated cost for each portion of the work. The park is located downstream of the new bridge. Due to the height (36 feet) of the existing bridge, this eliminates the option of floating the bridge by barge to the new site without opening the new lift out span. In addition, the existing span weighs about 300 tons, which is much too heavy to lift in one piece. This leaves the options of moving it by rail or by truck. The railroad is far enough away from the river that an extra crane would be required. Due to load limits on both the cranes and the truck, the structure must be dismantled into smaller sections.

You mentioned that the location of the new site would be in the park and the bridge would span a pond about 80 feet across and would be used for a bicycle/pedestrian bridge. We could not locate a pond of any size on the aerial map. However, the estimate was based on the assumption that the pond exists, and that the bridge would be reassembled on one bank and then swung into the final position when completed.

Superstructure
Demolition
Cost

You also asked for a cost of removing the existing bridge under the proposed contract in order to compare costs. Since only the truss would be relocated, that cost is all that could be compared and is estimated to be about $55,000. The removal of the existing piers and timber approaches is addition cost.

If you have further questions, please call.

RECEIVED
MAR 18 1985
Environmental Section

TJS:jrb

cc: J. J. Gix

81-125-1387

SUGGESTED CONSTRUCTION SEQUENCE

for

RELOCATING COQUILLE RIVER BRIDGE

1. **Prepare Site At Park**

a. Clearing and grubbing
b. Construct permanent bents for center pivot and each end.
c. Construct temporary bents at each construction joint -- construct temporary bents "normal" to final alignment so work is not over water.

2. **Prepare Existing Bridge**

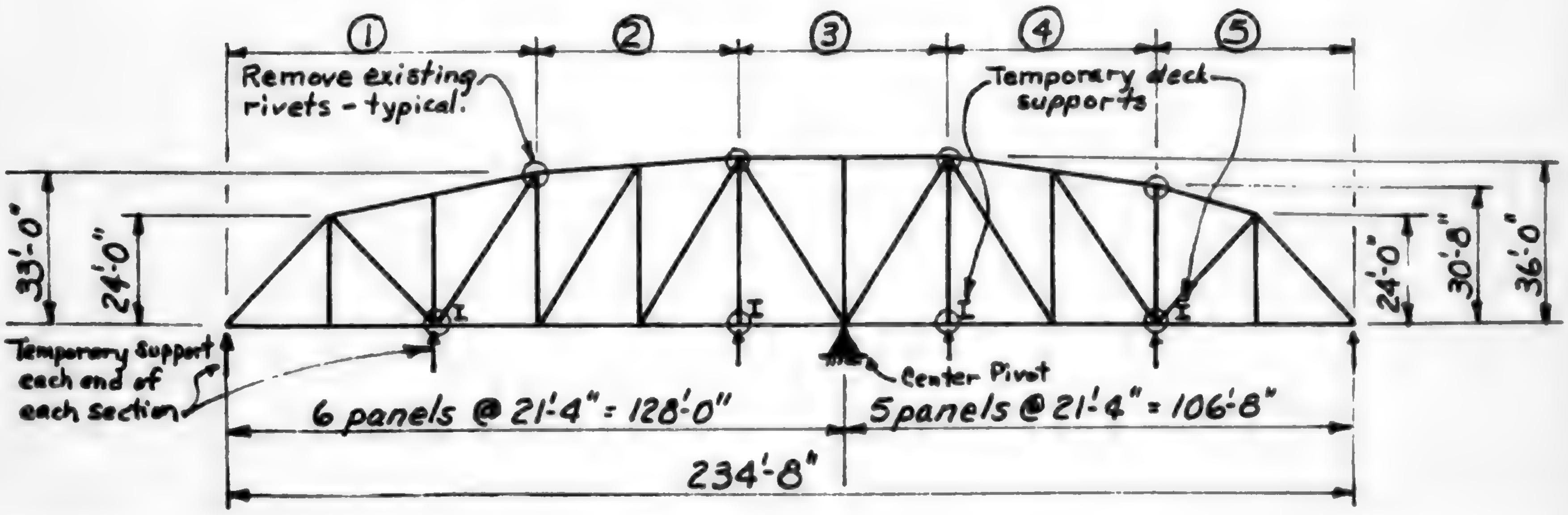
a. Swing span onto drawrest. (Optional: Remove ACWS first in order to reduce weight.)
b. Support span at joints (see sketch) and disassemble bridge.
c. Remove existing operator's house, stairway and excess machinery.
d. Remove sidewalks and railing if not desired at park site.
e. Repair and/or strengthen existing north approach spans.

3. **Equipment**

a. Barge - Port of Bandon has self-propelled (72'x29'x6' high).
b. 140-Ton crane mounted on barge
c. 140-Ton crane at park site
d. Truck and trailers for moving on land.

4. **Move Bridge To Park**

a. Position barge with crane parallel to drawrest.
b. Lift one section and move over to end of north approach and place on truck.
c. Truck section on new roadway to park and set in new site.
d. Repeat for remainder of sections - reassemble bridge and make structural repairs.
e. Repair operator house, deck walks, railing - paint steel.
f. Swing bridge to final alignment - remove temporary bents.


①
②
③
④
⑤
Remove existing rivets - typical.
Temporary deck supports
33'-0"
24'-0"
24'-0"
30'-8"
36'-0"
Temporary support each end of each section
Center Pivot
6 panels @ 21'-4" = 128'-0"
5 panels @ 21'-4" = 106'-8"
234'-8"

ESTIMATE FOR RELOCATING COQUILLE RIVER BRIDGE

1. **Prepare Site at Park** **TOTAL COST = $110,000**

A. Clearing and Grubbing - assume work by City Forces.

B. Construct permanent bents.

i. Center pivot: 17-steel HP10x42 piles @ 100 = 1,700 l.f.
140 c.y. concrete, 21,000# rebar
160 c.y. excavation

Cost 82,000

ii. End Supports: 6-steel HP10x42 piles @ 100' = 600 l.f.
10 c.y. concrete, 1,500# rebar
15 c.y. excavation

Cost 13,000

C. Temporary Bents: 6 supports Cost 15,000

i. Three timber piles and cap each bent

ii. Remove after completion

ESTIMATE FOR RELOCATING COQUILLE RIVER BRIDGE

2. **Prepare Existing Bridge** TOTAL COST = $ 25,000

A. Swing span onto draw rest - assume donated by State

B. Disassemble bridge as required - assume five sections

i. Remove rivets - Section 1 = 220 x 2 chords = 440
Section 2 = 247 x 2 chords = 494
Section 3 = 227 x 2 chords = 454
Section 4 = 220 x 2 chords = 440
Section 5 = 0 = 0

1,828 @ $7/rivet = $ 12,800

ii. Support at joints - blocking & extra bracing 2,000

iii. Remove ACWS - 4,230 s.f. @ $.50 = 2,000

iv. Cut timber deck, S/W, railing at joints = 2,000

C. Remove existing operator's house and excess machinery= 3,000

D. Optional removal of sidewalks and railing to reduce dead load. Cost would reduce trucking, etc., so ignore.

E. Repair and/or strengthen north approach 3,000

ESTIMATE FOR RELOCATING COQUILLE RIVER BRIDGE

3. Equipment TOTAL COST = $ 66,000

A. Barge - 72'x29'x6' high available from Port of Bandon

i. Contact Alex Link, 347-3206

ii. Maxine Banks, Environmental, indicated the barge was to be donated. Alex knew nothing of this idea, but said it might be negotiated. A fair cost would be $3,500 to $5,000 depending on length of time in use.

iii. The barge is fully self-propelled and needs no tug.

ASSUME COST = $ 4,000

B. Two 140-Ton Cranes

i.	Data from Dave Harmon 2/6/85 for moving covered bridge near Scio	
	Costs are from Campbell Crane	
	More in and move out = $3,300 ea x 1.40 for location x 2	$ 9,200
	Work Time, assume 3 days = $215/hr x 8/hr x 3 da x 2	10,300
ii.	Extra for mounting on barge, rigging and preparation	4,000
iii.	Markup by contractor, assume 15%	3,500

COST = $ 27,000

C. Truck and Trailers -

Data from Bob Wilhelm, Sr., Wilhelm Trucking.
Due to extreme weight and height, special trailers from Seattle needed

COST = $ 35,000

ESTIMATE FOR RELOCATING COQUILLE RIVER BRIDGE

4. Move Bridge To Park		TOTAL COST = $ 24,000
A. through D. Cost included in previous items, except reassembling of bridge.		
	i. Replace rivets which were removed with 7/8"0 high strength bolts, Cost = 1,828 @ $8	$ 15,000
	ii. Repair deck, sidewalks, railing	2,000
	iii. Structural repair to portal damage	1,000
E. Rebuild operator's house and stairway - 10' x 18' @ $35/s.f.		6,300

COST SUMMARY

1.	Prepare Site	$110,000
2.	Prepare Extg. Bridge	25,000
3.	Equipment	66,000
4.	Move To New Site =	24,000
	Subtotal	$225,000
	20% E&C	x 1.20
	TOTAL	**$270,000**

TJS:jrb
3-6-85

5

CLN 17-1
Coquille
R.
P.

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
March 26, 1985

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilken:

I have been in contact with Irv Lloyd, Environmental Program Manager, FHWA, Region 20, and our Headquarters personnel regarding the Sections 4(f) and 106 documentation required for the Coquille River bridge replacement project (Oregon Project F-50(2)). We are taking no action on the application at this time pending completion of the 4(f) and 106 documentation.

The exemption from 4(f) attributed to Title 23 USC 771.135(g) does not satisfy our directives on environmental processing. Therefore, as lead federal agency, you must complete the environmental documentation or, as permitting agency, we will be required to.

Irv indicated that he has been in contact with you and is exploring ways for FHWA to prepare the documentation. We will need completion of 4(f) and 106 documentation, as well as revision of the environmental assessment to reflect the historic status of the bridge before we can continue our processing of the permit application. Please keep us advised of your progress in this endeavor. We will make every effort to complete our processing of the application as quickly as possible once the environmental documentation has been completed.

Sincerely,

John E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Copy: ORDOT, E. S. Hunter
FHWA, Irvin C. Lloyd

NOTED
E. S. HUNTER

CC Gilmour
Christensen
Hart
Boyd
3-28-85

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STATE HWY ENGR
MAR 28 '85
REFER TO
FOR

C. N 19-
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 21, 1985

In Reply Refer to
File No.:
LOC 12

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland, OR 97208

Application for Department of the Army Permit
Coquille River Bridge Replacement
Coquille-Bandon Highway
Coos County

E. S

Enclosed is an application with drawing and other supporting material for a Department of the Army permit for the replacement of the structure that carries the Coquille-Bandon Highway over the Coquille River at Coquille, Oregon.

Funding is available for the project and plans will be ready shortly; therefore, it would be appreciated if you would proceed with the permit processing as soon as possible.

If additional information is needed, please contact Donald E. Keyes, Location Unit, 211 Transportation Building, Salem, OR 97310; telephone 378-6265.

ORIGINAL SIGNED BY
BOB POOL

Bob Pool
Location Engineer

Enc.

bc D. E. Wilken - FHWA
E. S. Hunter
D. O. Christensen
Walt Hart
Cam Gilmour
D. E. Keyes
DEK:ja

RECEIVED
STATE HWY ENGR
MAR 22 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only	For Agency Use Only
Corps of Engineers #	State of Oregon #
Date received	Date received

Name of Waterway: Coquille River River Mile: 23.9 Local Name:

Section: 1 Township: 28S Range: 13W

Estimated Starting Date of Project: July 1985 Estimated Completion Date of Project: October 1986

NAME OF APPLICANT: Oregon State Highway Division	AUTHORIZED AGENT: Robert C. Pool, Location Engineer
Address: Transportation Building	Address: 200 Transportation Building
City, State, Zip Code: Salem, OR 97310	City, State, Zip Code: Salem, OR 97310
Phone: Work Area (503) 378-6883 Home Area ( )	Phone: Work Area (503) 378-6883 Home Area ( )
PROJECT SUPERVISOR:	Phone: Work Area ( ) Home Area ( )
PROPERTY OWNER IF OTHER THAN APPLICANT:	PROJECT ADDRESS: Coquille
Address:	City, County, State Zip Code: Coos County, Oregon
City, State, Zip Code:	Assessor's Records--Shown on Map #: Tax Lot #:
Phone: Work Area ( ) Home Area ( )	Name of Subdivision: Lot: Block:

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department:

Address:

Phone Number:

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
U.S. Coast Guard	Permit (bridge)	-	December 1984	-
Division of State Lands	Preliminary (bridge)	4085	September 1984	December 1984

NPP Form 358
OCT 1980
141-31-04-80

Inclosure 1

Has any agency denied approval for the activity described herein or for any other activity directly related to it?

☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

Chambers Fuel Oil, Inc.
P.O. Box 1180
Coos Bay, OR 97420

Mary K. Farms Co-Partnership
Mary Janice Finch & K. P. Wallace
P.O. Box 327
Corona Del Mar, CA 92625

City of Coquille
City Hall
Coquille, Oregon

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

The existing highway will be obliterated and greaded to blend with existing surfaces. Dirt surfaces will be landscaped and seeded and mulched as appropriate.

See enclosed "Finding of No Significant Impact" for further information.

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE ________ cubic yards annually, and 78,500 cubic yards for the total project.

☒ Riprap ☒ Rock ☒ Gravel ☒ Sand ☒ Silt ☒ Clay ☐ Organic

REMOVAL WILL INVOLVE ________ cubic yards annually, and 1,500 cubic yards for the total project.

☐ Rock ☐ Gravel ☒ Sand ☒ Silt ☒ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

See attachment.

Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Bob Pool

Signature of Applicant or Authorized Agent

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."

Description of Proposed Activity

The project is for the replacement of an obsolete and deteriorated highway bridge which will provide a safeer highway for the traveling public. The location of the new structure will be approximately 1,500 feet downstream from the existing structure. The project includes highway improvement between the proposed new bridge and the existing bridge. After the new bridge is opened for traffic, the old structure will be removed and the roadway not needed will be obliterated and graded to blend into the surrounding area. A copy of the "Finding of No Significant Impact" that was approved by the Federal Highway Administration is enclosed for your information.

The profile of the approaches to both ends of the bridge drop below the design flood (100-year) highwater elevation. This is recognized and is necesary because most of the adjacent land is below that elevation. To serve the adjacent properties and match the exiting roadway at the ends of the project, the highway was kept at approximately the same elevation as the present highway.

Approximatley 6,200 cubic yards of riprap slope protection will be placed where needed. Approximately 1,500 cubic yards of excavation is needed to construct a toe trench to provide a good footing for the riprap. The total project involves approximately 124,000 cubic yards of embankment material that will be placed on approximately 5 acres of various types of wetlands as discussed in the enclosed "Finding of No Significant Impact."

GENERAL FILES

CON 17-1
Coquille
BP

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

February ~~19~~ 22, 1985
IN REPLY REFER TO
HBR-OR

RECEIVED
STATE HWY ENGR
FEB 20 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy
RNB

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-50(2)(6)
Coquille River Bridge Approach Embankments
Geotechnical Report dated 1/9/85

We have had Mr. Chassie our Regional Geotechnical Engineer review the Geotechnical Report on the Coquille River Bridge approaches dated January 9, 1985. His comments are very complimentory and we congratulate you on a report well done. We include these comments below.

Chassie's Review Comments

In my view, this report is the finest, most thorough, most comprehensive geotechnical report to have come out of the ODOT geotechnical unit in the 9 years that I have been the Region 10 Geotechnical Engineer. This report exemplifies the continuing significant improvements and upgrading that has occurred in the ODOT Headquarter's geotechnical unit over the last 1 to 2 years.

The few comments I have relating to the subject report are summarized below:

1. North Approach Embankment

   Existing railroad tracks are located at approximately Station 122 of the proposed north approach embankment. Approximately 10 feet of new fill will be placed over compressible soils on the north side of the railroad tracks.

2-22-85
cy Ed Johnson - George Machan
Good work - this is the improvement I was looking for.
ESH
cc Christiansen

NOTED
E. S. HUNTER

An estimate should be made of the track settlement to be caused by the placement of the new roadway fill. If it is significant, roadway design should be advised, and possibly a contingency amount should be included in the contract for track re-leveling. Settlement monitoring of the track should also be planned. The railroad should probably also be notified.

2. Instrumentation Monitoring

   a) It is proposed (Appendix D, page 4) that two piezometer groups be installed outside the fill areas to measure reference groundwater levels. A piezometer group consists of 3 piezometers, with 1 each placed at 10, 15, and 20 foot depths. The 3-piezometer groups are necessary for monitoring of excess pore pressures under the new fills, however, 3 piezometers at one location are not needed for measuring reference groundwater level. A single pneumatic or open standpipe piezometer would be sufficient (and less costly).

   b) I recommend that the slope indicators, to be installed for monitoring embankment stability, be installed to elevation -50, rather than -30, to insure that the bottom of slope indicator tube will be fixed.

3. I recommend that the geotechnical section prepare the special provision which will be required to cover the Instrumentation Monitoring.

The last comment I have is just a suggestion to improve future reports. As the present report is written, the roadway designers and project manager have to "glean out" of the report narrative the specific recommendations pertaining to them. I recommend that future reports include a concise summary of recommendations, i.e., a specific listing - 1, 2, 3, etc. This will make the job of the roadway designers - specification writers - and project construction personnel much easier, and will help prevent important recommendations from falling thru the cracks or being overlooked.

The above comments and recommendations were discussed by phone with George Machan on 1/25/85.

If you have any further comments or questions please let us know. Again congratulations on an investigation and report well done.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (E Johnson)
OSHD (W Hart)
OSHD (G Potter)

Con 19-1
[illegible]
5P12

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208-2946

Reply to
Attention of:

February 20, 1985

Operations Division (NPPOP-R-1)

Subject: 071-OYA-A-005591 (Coquille River - Moorage)

State of Oregon
Department of Transportation
135 Highway Building
Salem, Oregon 97310

Gentlemen:

The Portland District, U.S. Army Corps of Engineers, intends to issue a letter of permission under the provisions of 33 CFR 325.2(e)(1) for the work shown on the enclosed copy of the draft permit. The proposed work is minor, will not have a significant impact on environmental values, and should encounter no opposition.

The draft permit will be issued 10 days from the date of this letter unless prior substantive objection is received. If you have any questions, please contact Bob Mowrey, Coordinator, Permit Processing Section, at the above address, or phone (503) 221-6995.

Sincerely,

G. A. Newgard
G. A. Newgard
Chief, Regulatory Branch

Enclosure

1. Permit
2. Listing of addressees

E. S. HUNTER
cc Walt Hunt

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208-2946

Reply to
Attention of:

March 7, 1985

DRAFT

Operations Division (NPPOP-R-1)

Subject: 071-OYA-A-005591 (Coquille River - Moorage)

City of Coquille
ATTN: Patti Strain, City Manager
99 East 2nd. Street
Coquille, Oregon 97423

Effective Date: March 7, 1985

Expiration Date: March 7, 1988

Dear Ms. Strain:

This is in reply to your written request dated 28 January 1985, for a permit to perform work in or affecting navigable waters of the United States.

Upon recommendation of the Chief of Engineers, pursuant to Section 10 of the River and Harbor Act of 3 March 1899 (33 U.S.C. 403), you are hereby authorized by the Secretary of the Army to modify an existing serviceable structure (permitted in 1983 as 071-OYA-A-005133) at Coquille River, Mile 24.1 by adding five pilings, replacing the existing 38-foot float dock with three 26-foot float docks, and adding a bridge to the shore for foot traffic. The purpose is to enlarge the public moorage facility near the City of Coquille.

Please be aware of attached general condition j: "That this permit does not obviate the requirement to obtain state or local assent required by law for the activity authorized herein." An additional permit is required but may not be limited to a permit from Coos County.

The work is shown on the attached drawings marked 005591 (Coquille River - Moorage), and is subject to the attached General and Special Conditions.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

R. L. Friedenwald
Colonel, Corps of Engineers
District Engineer

Enclosure

GENERAL AND SPECIAL CONDITIONS FOR PERMIT NO. 071-OYA-A- 591

I. General conditions: (a) That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

(b) That all activities authorized herein shall, if they involve, during their construction or operation, any discharge of pollutants into waters of the United States or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, pretreatment standards and management practices established pursuant to the Clean Water Act of 1972 (Pub. L. 92-500; 86 Stat. 816), the Marine Protection, Research and Sanctuaries Act of 1972 (Pub. L. 92-532, 86 Stat. 1052), or pursuant to applicable State and local law.

(c) That when the activity authorized herein involves a discharge during its construction or operation, of any pollutant (including dredged or fill material), into waters of the United States, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the district engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

(d) That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or endanger the critical habitat of such species.

(e) That the permittee agrees to make every reasonable effort to prosecute the construction or operation of the work authorized herein in a manner so as to minimize any adverse impact on fish, wildlife, and natural environmental values.

(f) That the permittee agrees that it will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

(g) That the permittee shall allow the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

(h) That the permittee shall maintain the structure or work authorized herein in good condition and in reasonable accordance with the plans and drawings attached hereto.

(i) That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, state, or local laws or regulations.

(j) That this permit does not obviate the requirement to obtain state or local assent required by law for the activity authorized herein.

(k) That this permit may be either modified, suspended or revoked in whole or in part pursuant to the policies and procedures of 33 CFR 325.7.

(l) That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be materially false, materially incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and or the Government may, in addition, institute appropriate legal proceedings.

(m) That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

(n) That the permittee shall notify the District Engineer of the time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

(o) That if the activity authorized herein is not completed on or before ——— day of ———, 19——, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

(p) That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

(q) That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition (t) hereof, he must restore the area to a condition satisfactory to the District Engineer.

(r) That if the recording of this permit is possible under applicable state or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

(s) That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

(t) That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

(u) That if the permittee during prosecution of the work authorized herein, encounters a previously unidentified archeological or other cultural resource that might be eligible for listing in the National Register of Historic Places, he shall immediately notify the district engineer.

II. Special Conditions: Here list conditions relating specifically to the proposed structure or work authorized by this permit. The following Special Conditions will be applicable when appropriate:

Structures In or Affecting Navigable Waters of the United States

(a) That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

(b) That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

(c) That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

(d) That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

(e) Structures for Small Boats: That the permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

Special Conditions
071-OYA-A-005591

a. All construction debris will be disposed of on land in such a manner that it cannot enter the waterway.

b. All piling and lumber treated with creosote or other protective material will be completely dry before use in or near the waterway.

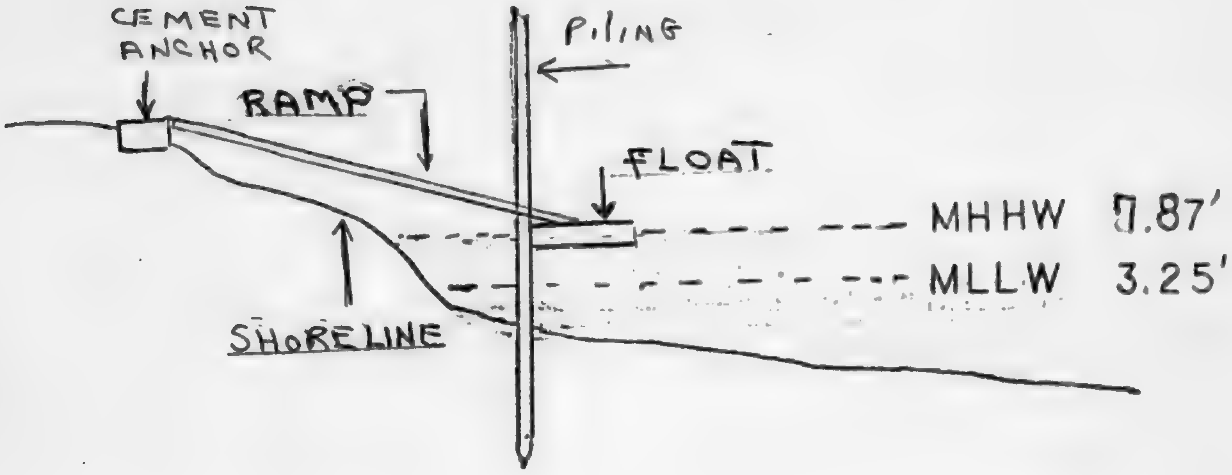
c. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

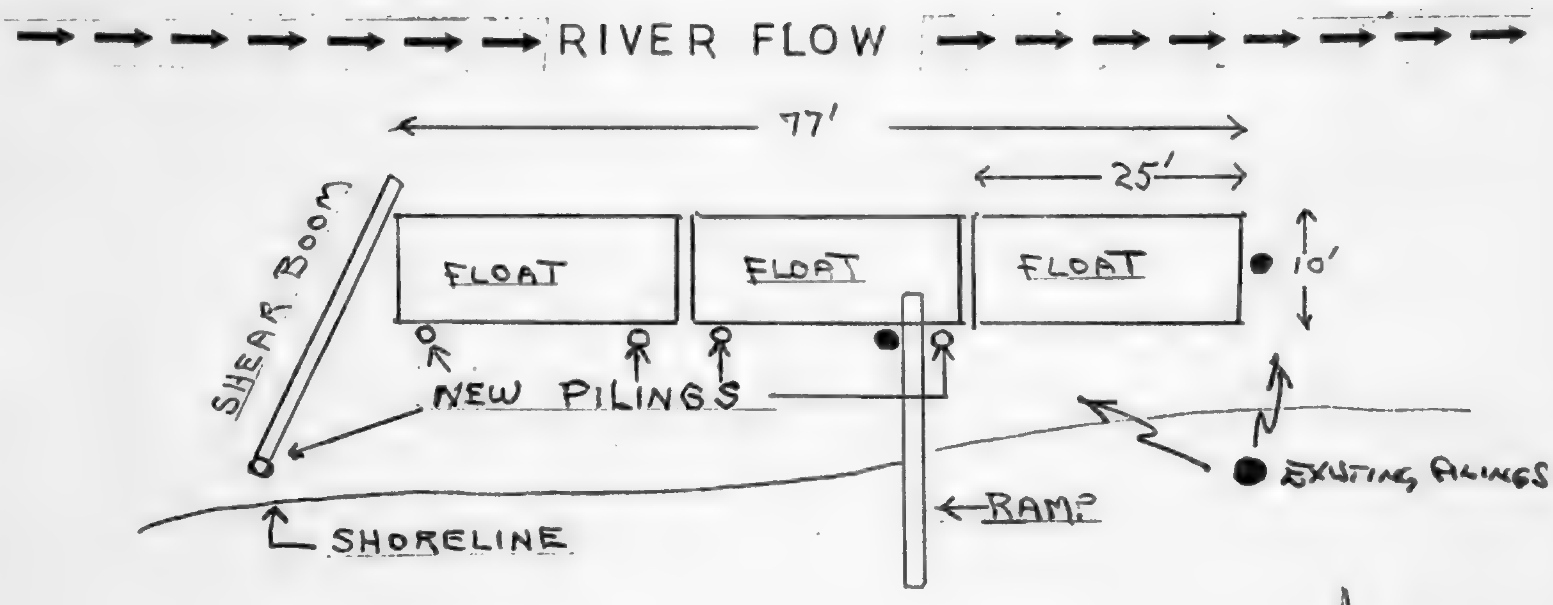
d. Work in the waterway will be done so as to minimize turbidity increases in the water that tend to degrade water quality and damage aquatic life.

e. If objections to this permit are received, the applicant will be notified prior to the designated effective date that this permit is now considered to be null and void

071-OYA-A-005591 (Coquille River - Moorage)

STURDIVANT PARK
CITY OF COQUILLE


CEMENT ANCHOR
RAMP
PILING
FLOAT
MHHW 7.87'
MLLW 3.25'
SHORELINE


RIVER FLOW
77'
25'
FLOAT
FLOAT
FLOAT
10'
SHEAR BOOM
NEW PILINGS
EXISTING PILINGS
RAMP
SHORELINE

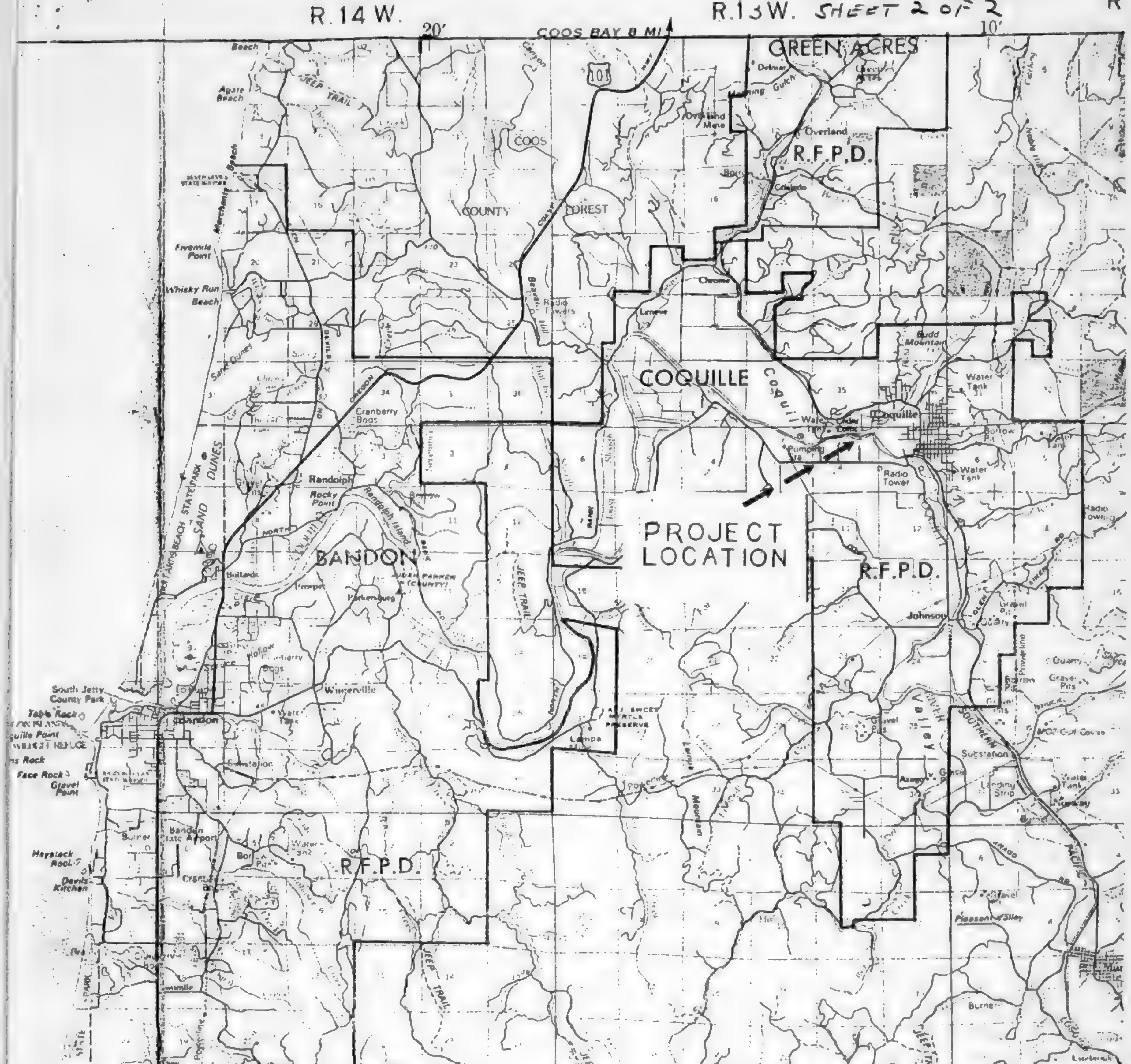
COOS CO. ORE
COQUILLE RIVER MILE 22.3
SEP 17 1984

SCALE 1"=20'

SHEET 1 OF 2

071-OYA-A-005591 (Coquille Ri[illegible] - Moorage)

071-OYA-1-005591
SHEET 2 OF 2


R.14 W.
R.13 W.
R
20'
10'
COOS BAY 8 MI
101
GREEN ACRES
R.F.P.D.
COOS
COUNTY
FOREST
JEEP TRAIL
Agate Beach
Merchants Beach
Fivemile Point
Whisky Run Beach
Sand Dunes
SAND DUNES
BULLARDS BEACH STATE PARK
OREGON COAST HWY
Delmar
Overland
Chrome
Lereve
Budd Mountain
COQUILLE
Coquille
Water Tank
Radio Tower
PROJECT LOCATION
R.F.P.D.
Cranberry Bogs
Randolph
Rocky Point
Randolph Island
BANDON
Prosper
Parkersburg
Bullards
South Jetty County Park
Table Rock
Face Rock
Gravel Point
Bandon
Winterville
Lampa
Bandon State Airport
Haystack Rock
Devils Kitchen
R.F.P.D.
Johnson
Arago
Gravel Pits
Substation
Landing Strip
SOUTHERN PACIFIC
Pleasant Valley
Burner
Grasby Rock
Horse Hollow
Buzzard Butte
Warner
Dreasforn

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-50(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80167

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/30/85

8. FEDERAL ROUTE NUMBER Primary 50

9. STATE ROUTE NUMBER Secondary 244

10. GENERAL LOCATION:

Coquille River Bridge (Coquille) Section

11. GENERAL DESCRIPTION OF WORK

Program Change and install signals and gates with track preparation, relay of rail, lowering southerly track, AC pave and relocate turnout

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 1/22/85 the program change to include in the character of proposed work "Adjustment of Utilities" and "Railroad Adjustments" is approved.

Also, as requested, you are authorized to proceed with the work covered by the Agreement with the Southern Pacific Transportation Company approved by the Oregon Highway Division on 1/16/85 at a total estimated cost of $164,085; Federal Funds $144,640.

RECEIVED
STATE HWY ENGR
FEB 7 '85
REFER TO Potter
FOR
File

14. DATE 2/5/85

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-1
Coquille
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

January 24, 1985

Bill Brainard, Chairman
Coos, Lower Umpqua, & Siuslaw Indians
555 Cleveland
Coos Bay, OR 97420

Dear Mr. Brainard:

Thank you for bringing your concern to the attention of the Highway Division. The bridge referred to in your January 9 letter is not scheduled for replacement. The newspaper apparently was in error in stating that the Coquille River Bridge on Oregon Coast Highway near Bandon is slated for replacement in 1985. The only bridge involving the Coquille River that will be replaced in 1985 or 1986 is located in Coquille, Oregon on the Coquille-Bandon Highway.

The Marlow Creek bridge replacement is not yet an official project, but I expect it will be added to the Highway Division's program soon. A survey of the project area will be undertaken to determine if any resources such as the shell middens you mentioned are affected by the project. If bridge replacement work requires encroachment on these middens, we will be in contact with you to discuss mitigation measures.

I hope this information addresses your concern satisfactorily. Please let me know if I may be of further assistance.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310

RECEIVED
STATE HWY ENGR
JAN 29 '85
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

CMG:lm

cc: Jim Gix
bc: H. S. Coulter
E. S. Hunter
W. J. Hart

Form 734-3122

SCN 19-1
Coquille
R.
P.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: January 22, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. F-50(2)
Coquille River Bridge (Coquille) Section
Coos County

I request your approval of a program change to include in the character of proposed work "Adjustment of Utilities" and "Railroad Work". Enclosed is a copy of a proposed agreement with the Southern Pacific Transportation Company.

I further request authorization to proceed with work by the railroad at an estimated total cost of $164,085 with an obligation of $144,640 in federal funds.

Authorization to proceed with "Adjustment of Utilities" will be requested under separate action.

RHZ:bkb
Enc.
cc: R. Trygstad
General Files ✓

Form 734-3122

[illegible]
Coquille
R.
[illegible]

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Cam Gilmour, Manager
Environmental Section

DATE: January 11, 1985

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Region Engineer

SUBJECT: Coquille River Bridge
Coquille
Coos County

I had a conversation with the Coquille City Manager, Patti Strain, concerning the schedule for construction of the Coquille River Bridge. Since the project does not currently appear on our construction schedule, I could only quote her my best estimate of when we could obtain Coast Guard permit and the necessary right-of-way.

I am very concerned that neither of these items should be allowed to take a second priority since it is imperative this year to obligate as much highway bridge replacement money as possible. Since the plans for the structure are complete, the entire Highway Division should work together to see that an early construction date is achieved.

At the same time, Ms. Strain advised me that the city would like to investigate the possibility of acquiring the old superstructure on the existing bridge. As you know, they have a park (undeveloped) immediately downstream from the new bridge site. They would like to feature the old siwng span someplace on that site. The suggestion was that the Port of Coquille would make a barge available if we could arrange to have the structure loaded on in suitable lengths for their future use.

RECEIVED
STATE HWY ENGR
JAN 15 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

They are also interested in acquiring the right-of-way on the north bank of the Coquille after the structure is relocated. They have need for developing a city and port dock facility and have been advised that existing city property is unsuitable for use.

By a copy of this letter, I am informing the Technical Services Section that these concerns should be incorporated, if possible, into the construction plans and specs.

NOTED
E. S. HUNTER

jjg/cw

cc Walt Hart
Duane Christensen
F. D. Morrison
Lou Pierce, OBEC

RECEIVED
JAN 14 1985
ROAD DESIGN
SECTION

1 RDE
3 FDE
2 LE
4 SE
FPC
PDE
LFE
OTE

BPC
FDS
CAU
Copy All
Return To
B/U / /

Copy Hunter

81-125-1387

1985 Coquille River Bridge (Co- 10,153
quille)sec. of Coquille-Bandon Hwy.
(Grading, paving & strucutre) #2

C+A 8098 3-30-84
6-6-84

PNRS 8108-2-450

The Oregon Department of Fish and Wildlife has no objection to the Coquille River Bridge Replacement Project in Coos County. The construction timing and methods appear to be acceptable. However, actual construction activities should be closely coordinated with Bill Mullarkey, district fish biologist. Mr. Mullarkey can be contacted at 300 5th Street Bay Park, Coos Bay, Oregon 97420, telephone number 269-1200. This close coordination will help to avoid unnecessary adverse fish and wildlife impacts from construction related activities.

We appreciate the opportunity to review and comment on this project.

cc: Bill Mullarkey

CON 19-1
Coquille
-Sp

December 26, 1984

John E. Mikesell
Chief, Bridge Section
U.S. Coast Guard
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

DES 23
598D

Coquille River Bridge Replacement
Coos County, Oregon

In response to your request for revised application drawings dated November 15, 1984, we are sending three sets of revised drawings with the changes you requested. Please note that the bridge length has been changed from 495 feet to 635 feet due to a design change. The estimated cost of the new bridge and approaches is still $3.2 million.

In response to Item 5 in your letter, the flood elevation of 20.5 feet shown on the elevation view is correct. This elevation is based on the recently published Flood Insurance Study performed by CH2M-Hill, Inc. for FEMA (published November 15, 1984). The environmental assessment report stated that the Corps of Engineers estimated the 100-year flood elevation as 24 feet. The estimated elevation has been superseded by the recent FEMA study. A copy of the FEMA Flood Profile is enclosed for your information. Also enclosed is our Certification of Consistency with the Oregon Coastal Zone Management Program.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
Frank Terpin (enc.)
Cam Gilmour "
Walt Hart

WJH:jrb ja

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CERTIFICATION OF CONSISTENCY WITH THE OREGON COASTAL ZONE MANAGEMENT PROGRAM

CERTIFICATION STATEMENT

I certify that, to the best of my knowledge and belief, the proposed replacement of the Coquille River Bridge carrying the State Highway 224 in Coos County (State Bridge 598D) complies with the approved Oregon Coastal Zone Management Program, and will be conducted in a manner consistent with such program.

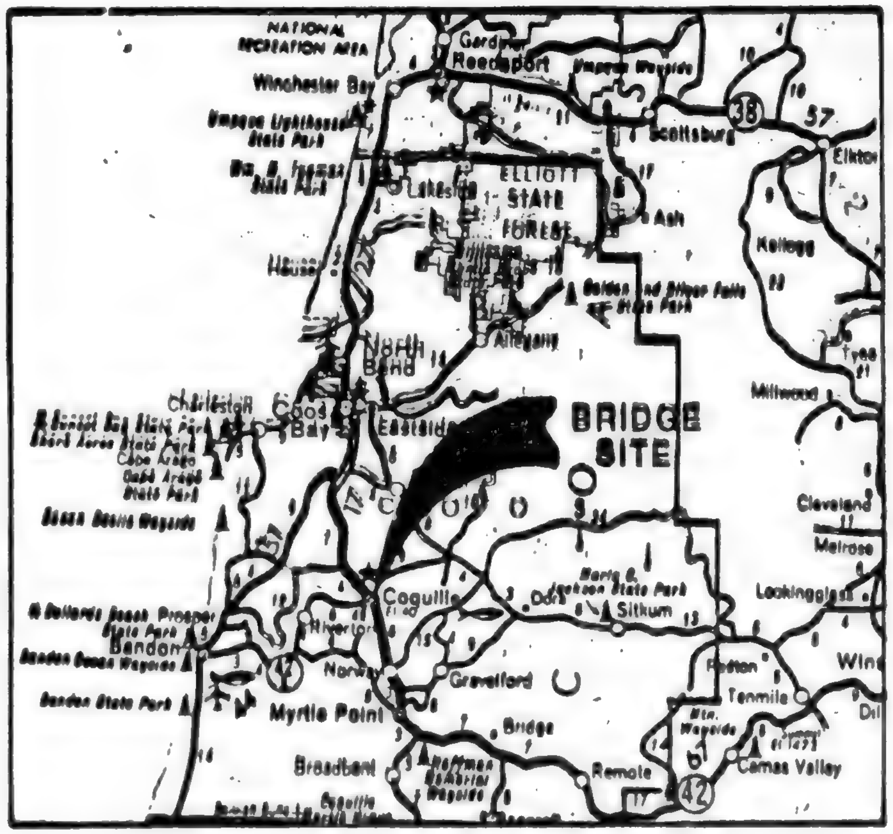
H S Coulter
Signature of Applicant

H. S. Coulter
State Highway Engineer

Dec. 18, 1984
Date

cc: LCDC, Attention: Patti Snow
U. S. Coast Guard

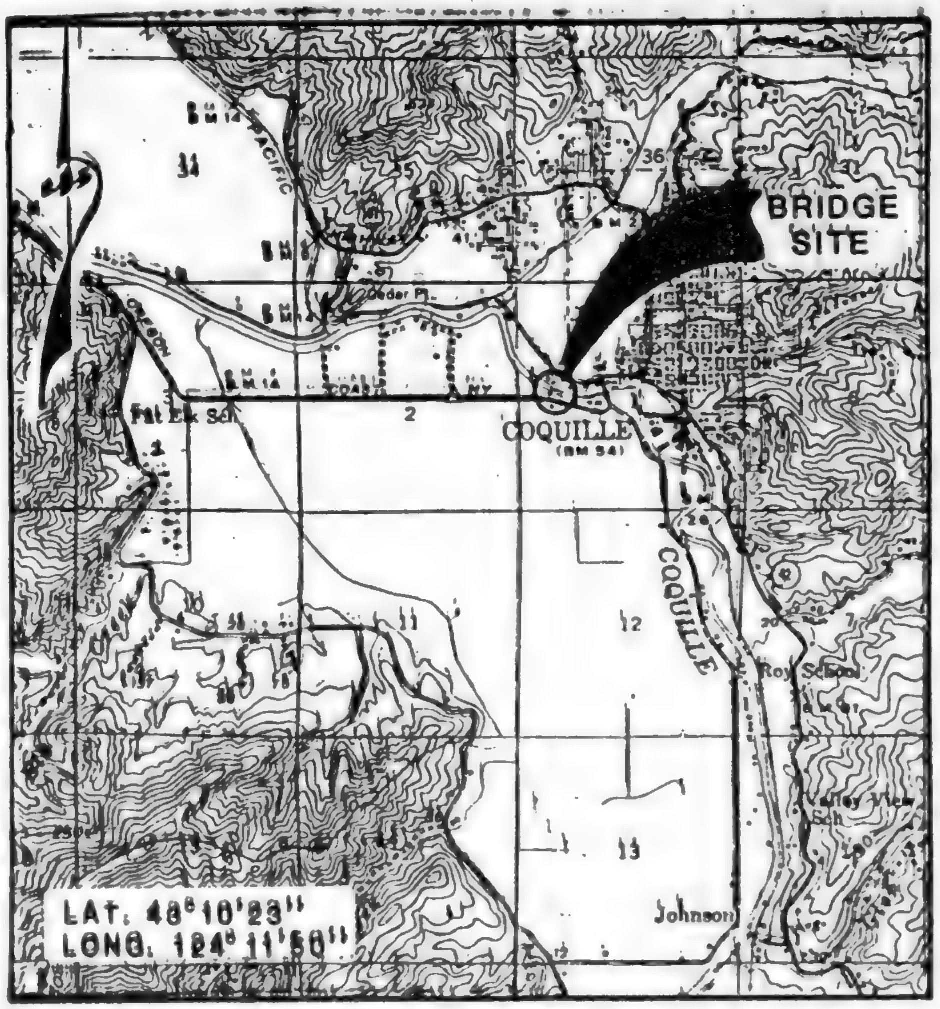
Form 734-3122


NATIONAL RECREATION AREA
Gardiner
Reedsport
Winchester Bay
Umpqua Lighthouse State Park
Scottsburg
38
57
Elkton
Lakeside
ELLIOTT STATE FOREST
Ash
Kellogg
North Bend
Allegany
Millwood
Charleston
Coos Bay
Eastside
BRIDGE SITE
Cleveland
Melrose
Coquille
Sitkum
Lookingglass
Riverton
Bandon
Norway
Myrtle Point
Gravelford
Tenmile
Bridge
Broadbent
Remote
Camas Valley
42

VICINITY MAP

0 15 30

SCALE IN MILES


BRIDGE SITE
PACIFIC
COQUILLE
(BM 34)
COQUILLE
Johnson
LAT. 43°10'23"
LONG. 124°11'50"

SEC.31, T.27S., R.12W. W.M.

LOCATION MAP

SCALE 1:62500

0 1 2 3

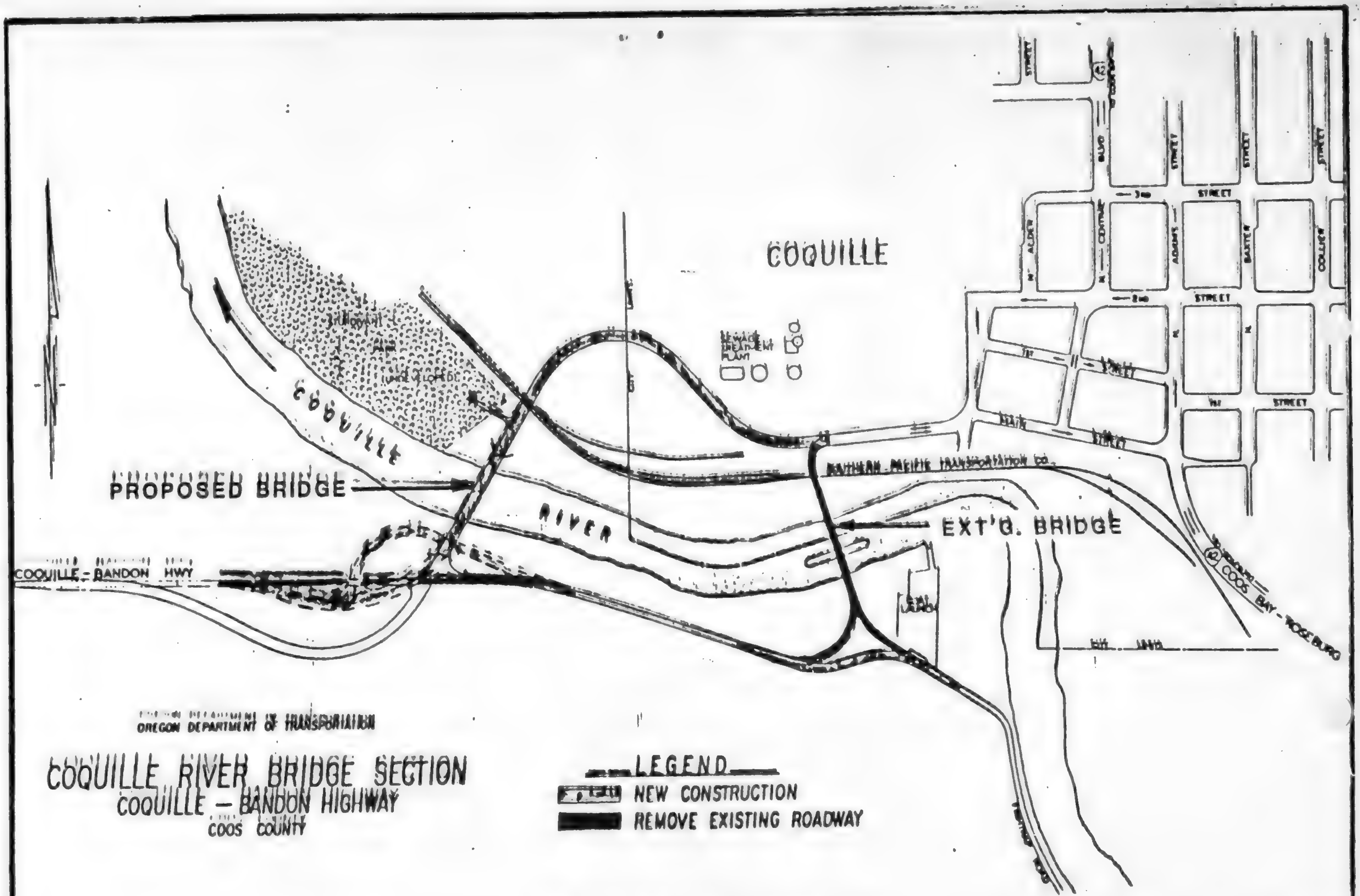
SCALE IN MILES

NOTE:

VICINITY MAP FROM OFFICIAL HIGHWAY MAP OF OREGON (ODOT 1983)

LOCATION MAP FROM COQUILLE QUADRANGLE (15 MINUTE SERIES)

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 1 of 3



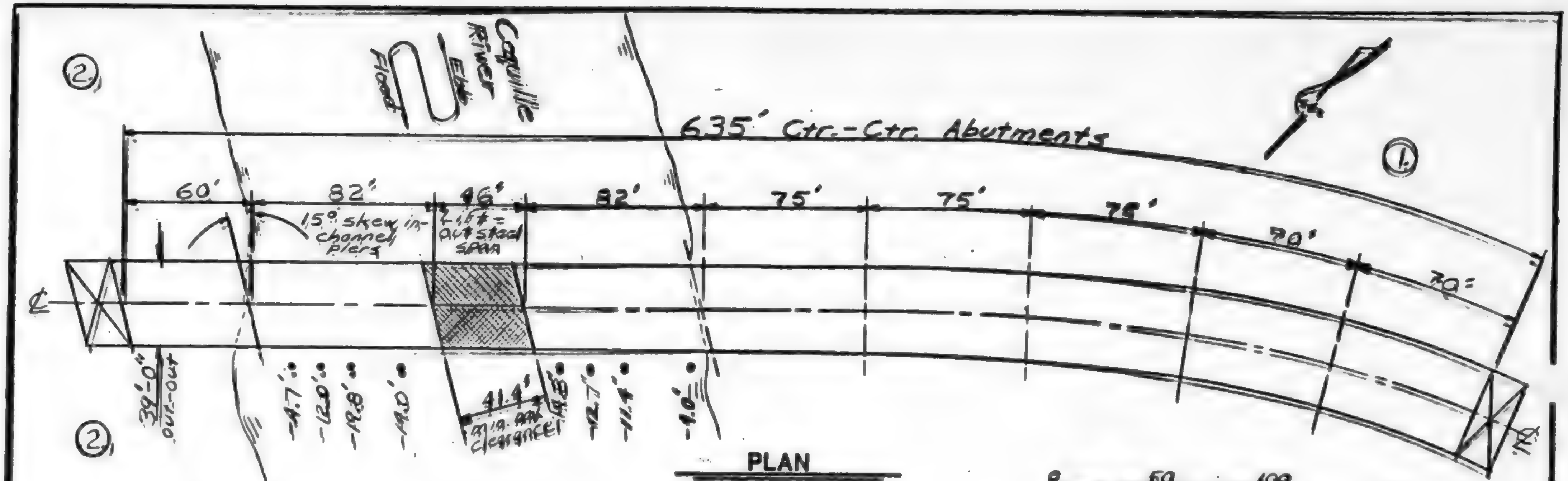
COQUILLE
SEWAGE TREATMENT PLANT
PROPOSED BRIDGE
EXT'G. BRIDGE
RIVER
COQUILLE
COQUILLE - BANDON HWY
SOUTHERN PACIFIC TRANSPORTATION CO.
42 COOS BAY - ROSEBURG
42
N. ALDER
N. CENTRAL BLVD
ADAMS
BAXTER
COLLIER
STREET
3RD STREET
2ND STREET
1ST STREET
MAIN STREET
OREGON DEPARTMENT OF TRANSPORTATION
COQUILLE RIVER BRIDGE SECTION
COQUILLE — BANDON HIGHWAY
COOS COUNTY
LEGEND
NEW CONSTRUCTION
REMOVE EXISTING ROADWAY

DETAILED LOCATION MAP

100	500	1000

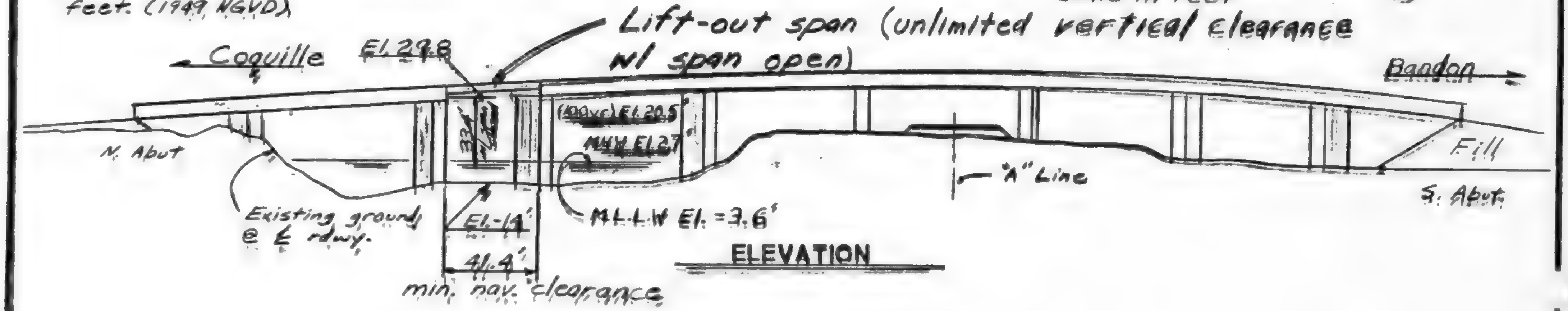
Scale in feet

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 2 of 3


②
Coquille River
Ebb
Flood
635' Ctr.-Ctr. Abutments
①
60'
82'
46'
82'
75'
75'
75'
70'
70'
15° skew in channel piers
Lift-out steel span
℄
39'-0" out-out
-4.7'
-12.0'
-19.8'
-14.0'
41.4' min. nav. clearance
-14.8'
-12.7'
-11.4'
-1.0'
②
℄
0
50
100
Scale in feet
①

PLAN

• Soundings are in feet. (1949 NGVD)


Lift-out span (unlimited vertical clearance w/ span open)
← Coquille
El. 29.8
Bandon →
(100yr) El. 20.5
MHW El. 2.7
N. Abut
Existing ground @ ℄ rdwy.
El. -14'
MLLW El. = 3.6'
41.4'
min. nav. clearance
"A" Line
Fill
S. Abut.

ELEVATION

Total fill below MHW = 245 Yds. (Concrete)

Total exc. below MHW = 390 yds (Footing excavation from within coffer dams.)

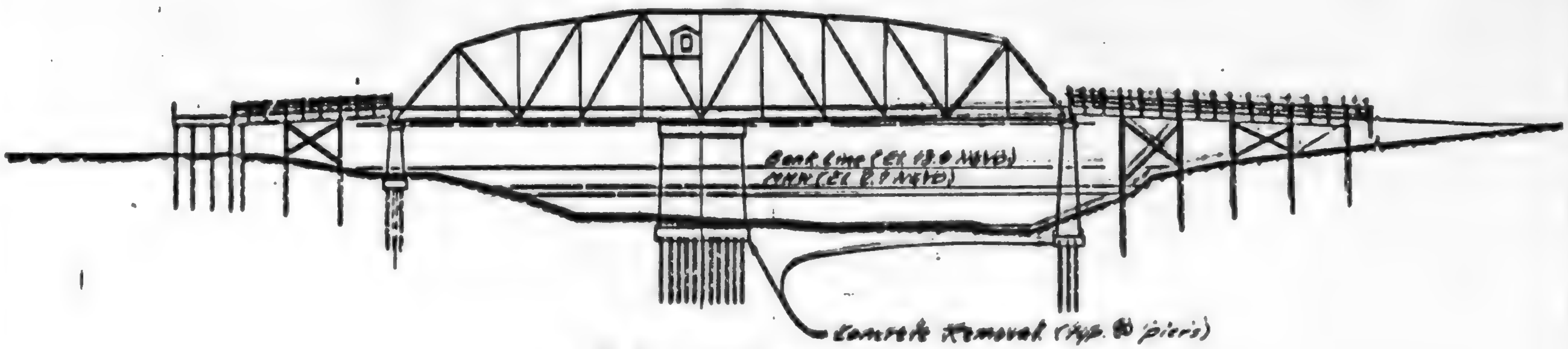
Datum: All elevations N.G.V.D. (1949)

Adjacent Property Owners:

① Mary K. Farms Co-Partnership:
Mary Janice Finch & K.P. Wallace, P.O. Box 327
Corona, Del Mar, Calif. 92625, Ph. # 714-673-8044

② Oregon State Highway Division
120 Transportation Bldg.
Salem, Oregon 97310, Ph. # 503-378-6299

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.3 NEAR COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 SHEET 3 of 3


Bank Line (El 13.0 NGVD)
MHW (El 8.? NGVD)
Concrete Removal (typ. @ piers)

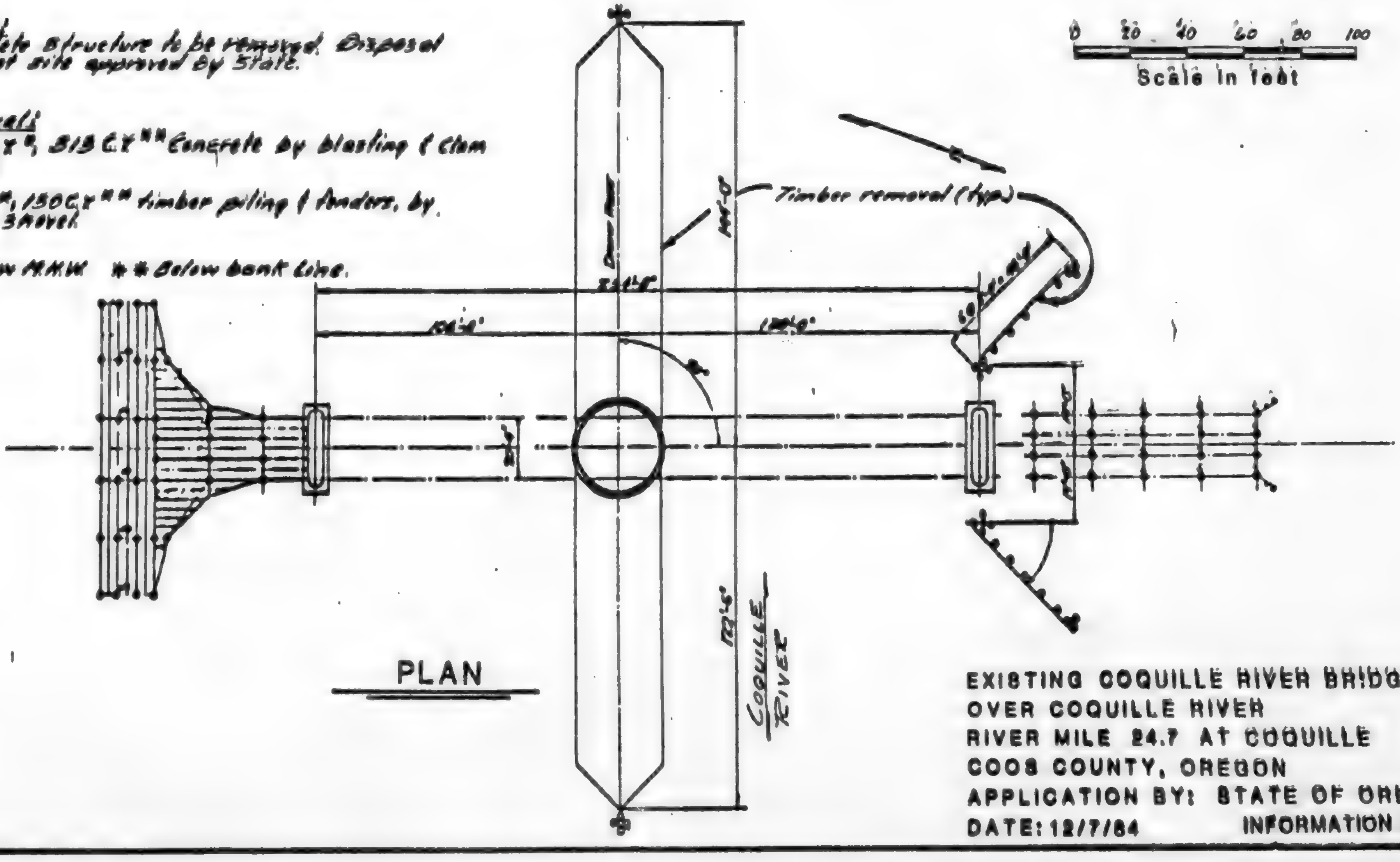
ELEVATION

NOTE:
Complete Structure to be removed. Disposal to be at site approved by State.

Removals:
310 C.Y.*, 813 C.Y.** Concrete by blasting & Clam Shovel.

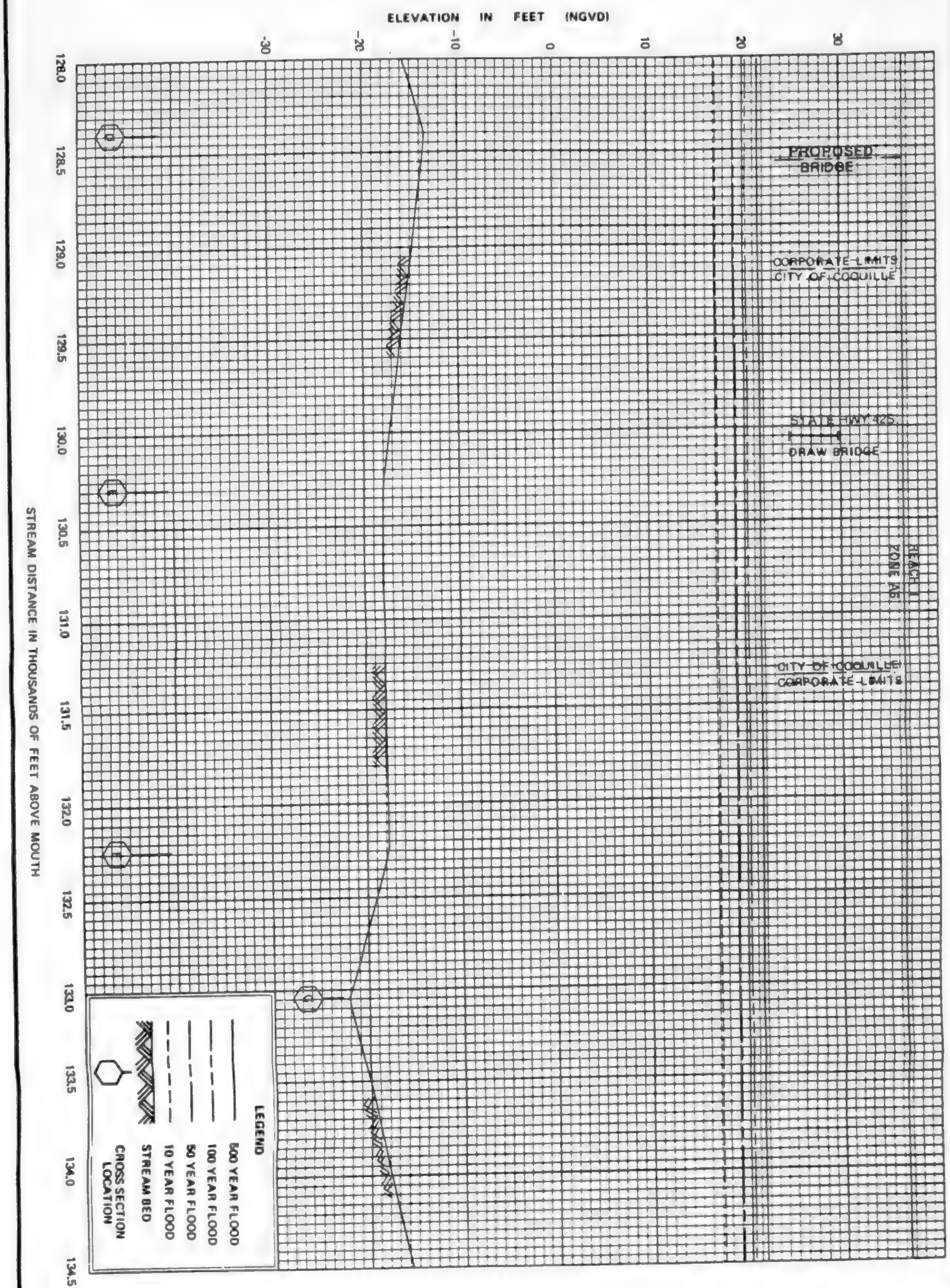
50 C.Y.*, 150 C.Y.** timber piling & fenders, by power shovel.

* Below MHW ** Below bank line.


0 20 40 60 80 100
Scale in feet
Timber removal (typ.)
Coquille River

PLAN

EXISTING COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.7 AT COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 12/7/84 INFORMATION SHEET



FEDERAL EMERGENCY MANAGEMENT AGENCY

COOS COUNTY, OR
(UNINCORPORATED AREAS)

FLOOD PROFILES

COQUILLE RIVER AT COQUILLE

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
November 15, 1984

Oregon Department of Transportation
Highway Division
Attn: Mr. E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

We've completed our review of your application for a bridge permit for replacement of the Coquille River highway bridge near Coquille, Oregon (BR 598D). The project is in the Oregon coastal zone and we need your coastal zone management (CZM) program consistency statement worded as follows: "The proposed activity complies with Oregon's approved coastal management program and will be conducted in a manner consistent with such program." Be sure to send a copy of your certification to the Oregon Department of Land Conservation and Development.

We need revised application drawings as follows:

(1) The title block should show the waterway mile as 24.3.
(2) The title block should describe the bridge as "near," not "at," Coquille, because the bridge is outside the city limits.
(3) The horizontal navigation clearance should be shown on the elevation view.
(4) The vicinity map is taken from a copyrighted publication. It should be replaced with non-copyright material unless you've arranged with Rand McNally to use the map as part of your application.
(5) The environmental assessment for the project says that the 100-year flood elevation at the existing bridge is +24 feet. Your drawings show the 100-year flood elevation at the proposed new bridge as +20.5. This appears to be a large decrease in flood height over a very short reach of the river. Please recheck your figures and verify the 100-year flood level at the new bridge. Remove the 10-year flood level from the elevation view.

We'll issue our public notice as soon as we receive the revised drawings and CZM consistency statement. For future applications, please be sure the elevation view is drawn looking upstream. If you have any questions, please let us know.

Sincerely,

Jol E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

RECEIVED
STATE HWY ENGR
NOV 19 '84
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

NOTED
E. S. HUNTER

OCN 17-1
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

November 29, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Dear Mr. Coulter:

Oregon Project F-50(2)
Coquille River Bridge
Addition of 140' of Structure

We have reviewed Mr. Hart's October 31 letter and Mr. Machan's memoranda to Mr. Harmon and Mr. Schell dated October 29 and November 26 respectively on the south embankment change for the Coquille River Bridge. The economics of adding 140 feet of structure is justified. Please proceed with the design changes.

Note we feel you should instrument the approach fill settlement and the soil pore pressure particularly around the bridge ends to verify the rate and amount of settlement prior to driving piles. It would also appear desirable to compare the time, effect and cost of designing for pile down drag or waiting until settlement is complete. We also feel the first bent from the south abutment should have battered piles (if it is a small footing) to resist horizontal movement from a possible fill and or surcharge failure.

Please consider these items in preparing you plans.

Sincerely yours,

for Dale E. Wilken
Division Administrator

NOTED
E. S. HUNTER

cc:
OSHD (W Hart)w/cy ltr
OSHD (G Potter)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

DES 23
598D

October 31, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

ATTENTION: H. A. Schell

FROM:

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Coquille River Bridge
Coquille-Bandon Highway
Coos County
BR 598D

RECEIVED
STAT. HWY ENGR
NOV 2 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTER

Our geotechnical group has recently performed additional subsurface explorations and tests in the area of the south embankment of the subject project. This was done in order to obtain better data concerning stability, settlement and downdrag on the piling of the south abutment. A brief summary of the results of the study and recommendations are included in the attached letter from George Machan dated October 29, 1984.

As discussed in the above letter, we are proposing to lengthen the structure by moving the south abutment from Station 114+80 to Station 113+40, which would add two 70-foot spans. The fill height at the abutment would be reduced from about 37 feet to 22 feet, reducing the effects of settlement and the accompanying downdrag on the piling. A net savings of $100,000 and several months of construction time is estimated. Attached are prints of Sheets 3 and 3B of the Grading Plans for this project showing the proposed location of the south abutment.

We request your preliminary approval of this proposal so that we can proceed with the design. The scheduled letting date is March 1985; however, we will have to resubmit the Coast Guard Permit Application so a timely response is requested.

TJS:jrb
Attachments
cc: ✓E. S. Hunter
Gary Potter
Dale Carter, OBEC Consulting Engineers
James G. Gix, Region 3 Engineer
Final Design Engineer
Frank Morrison, Project Manager

Form 734-3122

GENERAL FILES [illegible] 17-1

MISC. CONTRACTS and
AGREEMENTS No. 8078

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On September 6, 1984, approved Supplement No. 3 with The Balzhiser Group covering selection of art for the Springfield (Gateway) Office Building in Lane County. Total cost of supplement not to exceed $1,000. (Approved by W. E. Schwartz for State Highway Engineer.)

2) On September 25, 1984, established a temporary 45 MPH speed zone on Oregon Slough Bridge Section of the Pacific Highway No. 1 (I-5), M.P. 307.10 to M.P. 307.98, in the City of Portland, Multnomah County. (Temporary speed zone for duration of Contract No. 9903 or until signs are removed.)

3) On October 4, 1984, temporarily amended "Through Highways and Stop Signs Resolution No. 14" covering the Baker-Copperfield Highway No. 12 at the intersections of the Sparta Road and New Bridge Road in Baker County. (Due to slide, traffic was detoured over county roads around the closure from Highway 12, Sparta Road to New Bridge Road, in Richland, until repairs are made.) Amendment will remain in effect until highway is reopened and detour is no longer in use. (See H. S. Coulter's letter on file under "Through Highways and Stop Signs File No. 14h".)

4) On October 9, 1984, established a 35 MPH speed zone on the Oregon Coast Highway north of Waldport (Alsea Bay Bridge) 0.06 mile north of Bayshore Drive (M.P. 154.74) to 0.44 mile north of Alsea Highway No. 27 (M.P. 155.46) in Lincoln County. Rescinds "Speed Zone Order No. 909" dated August 12, 1984. ("Speed Zone Order No. 911")

5) On October 9, 1984, approved and signed Supplemental Agreement No. 1 with Chronic and Associates granting a time extension by 63 days for preliminary engineering work on the John Day Highway Bridges of the John Day Highway, Baker and Malheur Counties. All work to be done under the contract will be within 213 calendar days.

6) On October 9, 1984, approved an agreement with Wallowa County for the issuance of oversize/overweight vehicle permits for travel over County roads.

7) On October 11, 1984, approved an intergovernmental service agreement with Central Oregon Community College to conduct a workshop on October 18, 1984, relating to arc and oxygen-acetylene welding at a cost of $482.

8) On October 16, 1984, approved an intergovernmental service agreement with Treaty Oak Community College in The Dalles for a workshop relating to arc and oxygen-acetylene welding on October 16, 1984, at a cost of $424.

9) On October 19, 1984, declared an emergency and waived the prequalification requirements for contracts for the construction of public improvements on the State highway system that are required pursuant to OAR 734-10-005 as they relate to the contract for two temporary bridges over the Powder River in Baker County in connection with the Hole in the Wall Slide.

10) On October 19, 1984, approved a Memorandum of Understanding with the Telefax Communication Systems concerning a facsimile transmission machine installed in Room 102, East Salem Highway Building, Salem.

11) On October 22, 1984, approved and signed Supplemental Agreement No. 1 with Swan Wooster Engineering, Inc., covering the preliminary engineering work on the Woodburn Area Bridges in Clackamas and Marion Counties. Supplement covers a time extension to November 8, 1984.

12) On October 26, 1984, approved and signed Supplemental Agreement No. 1 with OBEC Consulting Engineers to increase the amount by $4,286.30 due to extra work performed on the Coquille River Bridge in Coos County. (Approved by E. S. Hunter for State Highway Engineer.)

13) On November 1, 1984, approved and signed Supplemental Agreement No. 1 with Daniel, Mann, Johnson & Mendenhall/Phillips-Reister-Haley Inc., covering the O.B. Riley-Brosterhous Road Project on The Dalles-California Highway in Deschutes County. Supplement extends time to November 9, 1984. All work shall be done within 210 calendar days. (Approved by E. S. Hunter for State Highway Engineer.)

14) On November 1, 1984, approved a site use agreement between the Highway Division and the Aeronautics Division covering property at the John Day State Airport in Grant County for a microwave repeater station. (Approved and signed by E. S. Hunter for State Highway Engineer.)

Dated this 5th day of November, 1984

E S Hunter

for H. S. Coulter, State Highway Engineer

11-6-84

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22N 17-1

STATE OF OREGON

INTEROFFICE MEMO

TO: Dave Harmon
Bridge Design

DATE: October 29, 1984

FROM: George Machan
Location Section, Geotechnical Group

SUBJECT: Coquille River Bridge: South Embankment
106-1941

Subsequent to our report of October 13, 1983, additional subsurface explorations and tests have been performed in the south embankment area. The results of the soil tests have indicated a need for an acceleration of settlement and counterbalances/two-stage fill placement for stability. The settlement could be accelerated by a combination of vertical wick drains and a surcharge program. Further, a detour road is required while the embankment is constructed over the existing highway.

The cost for providing vertical drains, counterbalances, surcharge fill, and a detour road is significant. Therefore, consideration has been given to increasing the length of the bridge to eliminate costly portions of the embankment.

The existing design has the south bridge abutment at Sta. 114+80. If the abutment is moved to Sta. 113+^{40}(±), thereby eliminating a significant amount of fill and vertical drains, a cost savings would be realized. We estimate that the earthwork costs saved (including embankment and detour) would be about $400,000.(±). The additional cost for a lengthened bridge reportedly would be about $300,000.; therefore, a net savings of about $100,000. for the lengthened bridge option. This cost does not include the cost of redesign. The relocation of the south abutment to Sta. 113+^{40}(±) would have other advantages: the existing highway could be used by local traffic during the construction period; the existing highway embankment would serve as a counterbalance for the new embankment; fill will be reduced in the flood plain; the quantity of fill required from State borrow sources would be reduced; and the construction time might be reduced.

George Machan

GM:mm

cc: Dick Leu
Frank Terpin

?

✓ Versteeg ✓
Anderson
✓ Adams #
Edwards
Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

NOTED
E. ERIKSEN

NOTED
E. ERIKSEN

on 17-1
Coquille R.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

October 19, 1984
IN REPLY REFER TO
HES-OR

RECEIVED
STATE HWY ENGR
OCT 22 '84
REFER TO Hunter
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ✓ File ☐

cy Talbot

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project F-50(2)
Coquille River Bridge - Coos County

Mr. Cam Gilmour's October 8, 1984 letter states that the OSHD Engineering Antiquities Inventory now in draft form has preliminarily concluded that the subject bridge is eligible for the National Register. Our Finding of No Significant Impact issued on 8/30/82 for this project was based on an earlier review and finding that the bridge was not eligible. If the bridge is now found to be eligible through the Engineering Antiquities Inventory, we concur that Title 23 USC 771.135(g) provides that reconsideration of the Section 4(f) aspects of this project under these conditions is not required. Additionally, since the new replacement bridge will be built on a different location and the planned removal of the existing bridge will not occur until the final contract phase, construction of the project can continue on the present schedule.

Prior to the bridge removal phase of the contract, mitigation measures developed in consultation with the State Historic Preservation Office will be implemented.

Sincerely yours,

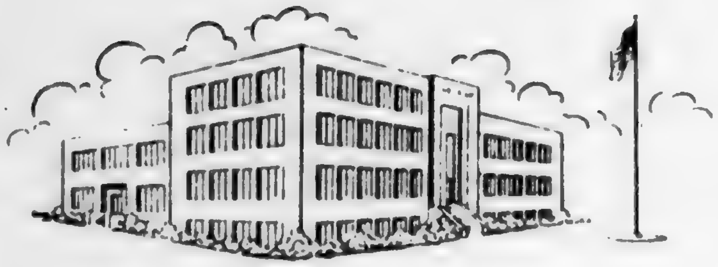
Robert E. Hathaway

Dale E. Wilken
Division Administrator

cc Gilmour
Please proceed with SHPO
Hunt
Gix
Versteeg

ESH
10-25-84

[illegible]



County of Coos

PLANNING DEPARTMENT
COURTHOUSE ANNEX
COQUILLE, OREGON 97423

PH: 396-3121, EXT. 205

Bill Grile, AICP
Planning Director

October 17, 1984

Oregon State Highway Division
State Transportation Bldg.
Salem, Oregon 97310

Re: DSL Permit R/F 4085 - Coquille Bridge Project

Dear Sirs:

The Coos County Planning Department has received notice from the Division of State Lands to review your proposed project to remove the existing Coquille Bridge and construct a new bridge 1,470 feet downstream.

The Department has reviewed the proposal and it has been determined that an Administrative Conditional Use (ACU) permit is required through this office prior to giving comment to the Division of State Lands.

The Waterway Permit application which we have received from DSL does act as an ACU application, therefore initiating our review process. However, the required ACU fee of $25.00 must be paid to this office prior to an ACU decision being made.

At this time, we are holding the decision and subsequent comments to DSL until the $25.00 fee is paid.

If you have any questions concerning this, please don't hesitate to contact this office.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT
Bill Grile, Director
BY:

Becky Crockett

Rebecca J. Crockett, Planner

WPB/RJC/cah

cc: Ed Zajonc, Division of State Lands
file

10-22-84
Orig - Walt Hand -
Pls. Handle

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STAT HWY ENGR

OCT 18 '84

REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
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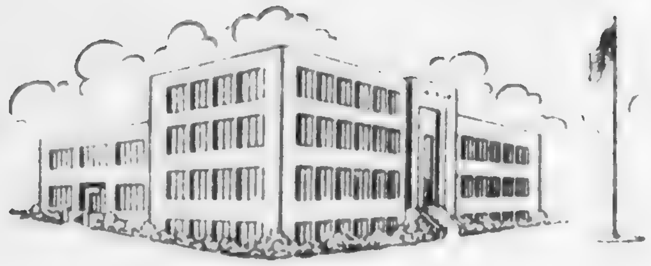


County of Coos

PLANNING DEPARTMENT
COURTHOUSE ANNEX
COQUILLE, OREGON 97423

PH: 396-3121, EXT. 205

Bill Grile, AICP
Planning Director

[illegible] Coquille [illegible]

NOV 15 84
REFER TO
FOR

October 16, 1984
ACU-84-30

Oregon State Highway Division
State Transportation Building
Salem, OR 97310

RE: Administrative Conditional Use for proposed placement of bridge crossing support structures in the Coquille River, fill, removal, mitigation and shoreland stabilization as required to remove the existing Coquille Bridge and construct a new bridge 1,470 feet downstream on the Coquille River. (Division of State Lands #R/F 4085)

Oregon State Highway Division:

The Division of State Lands has asked the Planning Department to comment on your above referenced waterway permit request for removal of the existing Coquille River Bridge and construction of a new bridge 1,470 feet downstream on the Coquille River. Section 5.2.300 of the Coos County Zoning and Land Development Ordinance requires that the waterway permit request be treated as an Administrative Conditional Use (ACU) application, and requires that the Planning Director render a decision supported by written findings.

> **DECISION SUMMARY: The request for an Administrative Conditional Use permit for removal of the existing Coquille River Bridge and the construction of a new bridge is granted subject to the conditions outlined in the attached Goal #3 Exception.**

Findings and Conclusions

The decision is based on the following findings and conclusions:

1. The area proposed for the bridge removal is located within the Coquille Estuary Management Plan (CREMP) and is zoned rural residential (RR-2). Management segment #50 is applicable to this portion of the CREMP, and allows for outright removal of the existing bridge.

2. The area proposed for a new bridge construction is located within the following CREMP zones:

NOTED
E. S. HUNTER 11-15-84
cc Hunt [illegible] Gilmore [illegible] [illegible]

1. Conservation Aquatic - management segment #21
2. Recreation - management segment #48
3. Exclusive Farm Use - management segment #44

Placement of bridge crossing support structures in the conservation aquatic zone is permitted outright provided it meets the provisions of CREMP policy #6. Mitigation is permitted outright in the aquatic zone, while the REC zone requires an ACU permit subject to the provisions of CREMP policies #14, 23 and 27. The EFU zone requires an ACU permit subject to policies #14, 19, 23 and 27 of the CREMP.

Fill requires an ACU permit with policies #14, 23 and 27 being applicable to the REC zone, policies #14, 19, 23 and 27 applicable to the EFU zone, and policies #5, 6, 8 and 20 applicable to the conservation aquatic zone.

Shoreland Stabilization requires an ACU permit with applicable policies #14, 19, 23 and 27 while the REC zone permits the use outright.

3. In accordance with Section 5.1 of the Coos County Comprehensive Plan, Volume III, Part 3, an exception has been taken to Goal #3, agricultural lands (attached) in order to allow the project. The exception is very specific in outlining conditions to the project in order to minimize adverse environmental impacts. These conditions will be outlined as they pertain to the applicable CREMP policies in the following project analysis.

CREMP POLICY FINDINGS

Bridge Crossing Support Structures/Aquatic Fill

4. The placement of bridge crossing support structures and fill in the conservation aquatic zone is consistent with Policy #6. In accordance with #6 (c) & (d),

> i.) an estuarine location is required ii.) no alternative locations exist pursuant to the exception, iii.) adverse impacts will be minimized through required mitigation, and iv.) the use is consistent with the resource capabilities and purposes of the management unit due to the exception taken for the project area.

5. Aquatic fill is consistent with Policy #5 pursuant to the Exception taken. The activity is required for bridge removal, an estuarine location is necessary, there is a demonstrated public need for the new bridge, no alternative upland locations are feasible, adverse impacts will be minimized through mitigation, and the activity is consistent with state and federal law.

6. Fill in the conservation aquatic zone meets the requirements of Policy #8 because mitigation is required for the project as stated in the Exception.

7. Policy #20 is not applicable to the proposed use and activity. Removal will be restricted to the removal of the existing bridge and subsequent rubble. Dredging is not proposed.

Shoreland Fill, Mitigation and Stabilization

8. The above proposed activities are consistent with Policy #14 because the Board of Commissioners has determined that such uses satisfy a need which cannot be accommodated at other upland locations or in urban or urbanizable areas. This determination has been made through the adoption of the Goal #3 Exception to allow the project.

9. Management of "Wet-Meadow" Wetlands within Coastal Shorelands (Policy #19) has been preempted by the adoption of the Exception, therefore it is not applicable to the proposal.

10. The proposed uses and activities are consistent with Policy #23 through the imposition of conditions required for mitigation. These conditions are specifically outlined in the attached Exception. Furthermore, this policy is implemented through the State review process.

11. The project is consistent with Policy #27 regarding flood plain protection. The applicant has submitted documentation (attached) that states

> "The bridge relocation will have essentially no impact on the base 100-year flood elevations or the regulatory floodway."

In regards to Strategy #3, there are no further Special Considerations which have not already been addressed in the above review.

DECISION

Pursuant to the provisions of Section 5.2.300 of the Coos County Zoning and Land Development Ordinance, the Planning Director hereby finds that an Administrative Conditional Use Permit for proposed placement of bridge crossing support structures in the Coquille River, fill, removal, mitigation and shoreland stabilization as required to remove the existing Coquille Bridge and construct a new bridge 1,470 feet downstream on the Coquille River is consistent with the Coquille River Estuary Management Plan (CREMP) and is hereby granted with the conditions outlined in Goal Exception 5.1 of the CREMP.

This decision is appealable to the Board of Commissioners. An appeal of this decision must be filed within ten (10) working days of the date that notice of this decsion is published in The World newspaper. Please contact me at 396-3121, ext. 205 if you have any questions or concerns.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Bill Grile, Director

WPG/RJC/cd

cc: Board of Commissioners
Division of State Lands (Attachment A of permit response)
Adjacent Property owners
Special Districts
Agencies per CREMP
Glen Hale, DLCD
James Gix, Oregon Department of Transportation
file

Enc: Section 5.1 of CREMP (exception)
Letter from CH2M HILL (Floodplain)

5. EXCEPTIONS TO STATE-WIDE LAND USE GOALS

5.1 EXCEPTION STATEMENT FOR COQUILLE RIVER BRIDGE REPLACEMENT AT COQUILLE TO GOAL #3 (AGRICULTURAL LANDS)

5.1.1 Introduction.

A proposed Coquille River Bridge replacement will convert approximately six acres of estuary pastureland to highway purposes. This is agricultural land which should be zoned for Exclusive Farm Use according to Goal #3 (Agricultural Lands).

Through State-wide Goal #2, the Land Conservation and Development Commission has determined that an Exception process be applied to specific land use decisions which are inconsistent with certain state-wide goals. In justifying an Exception to a state-wide goal, the following must be addressed:

1. Establishment of need.
2. Investigation of alternative locations.
3. Determination of long-term environmental, economic, social and energy consequences to the locality and the region.
4. Determination of compatibility with other adjacent uses.

5.1.2 Establishment of Need

The present bridge structure was constructed in 1921. The approaches to both ends of the bridge are on sharp curves. Deck width is 17'8" along with a vertical clearance of 14'9". The bridge is posted "ONE WAY" for trucks and buses. Wooden portions of the bridge are deteriorated, which has resulted in heavy maintenance costs. Several trucks have broken through the wooden sidewalks on the approaches with some vehicles going through the guardrail and over the embankment. The bridge has consistently placed high on the region and state bridge replacement priority lists.

5.1.3 Investigation of Alternative Locations

Three built alternatives were considered for replacement of the bridge.

Alternative #1 would locate a 370' bridge 1,400' downstream from the present structure. The south approach would include approximately 1,920' of two-lane road with connections to Fish Trap Road. Five or six acres of pastureland in the estuary shorelands would be taken for this approach and the south end of the bridge. The north approach would be 910' of roadway which would give access to Sturdivant Park and would be the most compatible to the future construction of the Coquille Re-Route. The north approach would be within the Coquille Urban Growth Boundary.

Alternative #2 would be a 740' structure located just downstream from the existing bridge. The 910' south approach would take less pastureland than Alternative #1, with the Fish Trap Road connection going under the proposed structure. This alternative would displace five homes and two outbuildings. Construction costs would be much higher due to necessary staging of the work to maintain traffic on Fish Trap Road. The railroad crossing would be close to the end of the bridge. This would create an undesirable condition when drop arms were activated because of passing trains. Both approaches would have sharp curves at the bridge ends. Connection to the proposed Coquille Re-Route is less compatible than Alternative #1.

Alternative #3 would be a 400' structure 1,200' upstream from the present structure. The south approach would consist of 825' of two-lane roadway which would take some pastureland in the Estuary. The north approach would have two 54-degree curves and a sag vertical between the railroad tracks and the river. The north approach would intersect the Main and Adams "T" intersection. This would develop conflicting traffic movements which would be mitigated to some extent with traffic signals and channelization. Two businesses at the intersection would also be displaced. A left turn refuge for northbound traffic on the Coos Bay-Roseburg Highway would be needed.

Three hundred feet of Main Street and 700' of the Coos Bay-Roseburg Highway would be reconstructed. The connection to the proposed Coquille Re-Route would be less compatible than Alternative #1.

Alternative #1 was proposed for construction because of the additiona cost of Alternative #2 and the design problems of Alternative #3, which outweigh the impacts of Alternative #1.

5.1.4 Determination of the Long-Term Environmental, Economic, Social and Energy Consequences to the Locality and the Region

Most environmental impacts would be short-lived, occurring during construction. Mitigation measures will be implemented during construction to minimize those impacts.

Bridge construction will result in adverse aquatic impacts which would include:	Mitigation for these impacts would include:
a) degradation of water quality during construction	a)1) equipment will be kept out of stream channels except where absolutely necessary; 2) a coffer dam will be used to contain turbid water during placement of the bridge piers; 3) precautions will be taken to avoid spillage of cement, lime and similar materials to prevent their entrance into the river or drainage ditches;

b)	disruption of fish and aquatic life	b)	in-channel work will be restricted to specific time frames to protect migratory fish and spawning activities of shad and striped bass;
c)	disruption of local water related recreation during construction	c)	most boating and fishing occurs during the time in-channel work will be restricted;
d)	erosion from cut/fill slopes	d)	areas exposed during construction will be kept to a minimum. Exposed areas will be covered with hay, jute or plastic where required;
e)	increased road run-off	e)	after construction, exposed slopes will be seeded and mulched.

Economic consequences would be mostly beneficial. The estimated $3.5 million project would provide jobs, opportunities for material suppliers and a larger work force in the Coquille area during construction. This would benefit Coquille businesses and the surrounding areas.

The present structure limits traffic to legal loads and obliges one-way traffic for large trucks. The project will benefit the regional economy by providing an adequate capacity for modern trucks. Land use and zoning will remain the same and city services will not be affected.

The city will lose an estimated $2,450 annually with the conversion of private lands to highway purposes. This loss would affect the city's tax rate only minimally.

The major social impact will be benefits of improved safety and access to the city center. Emergency services (fire, police, ambulance) will be improved. Access to Sturdivant Park will be improved. Hospitals or schools will not be impacted by the project.

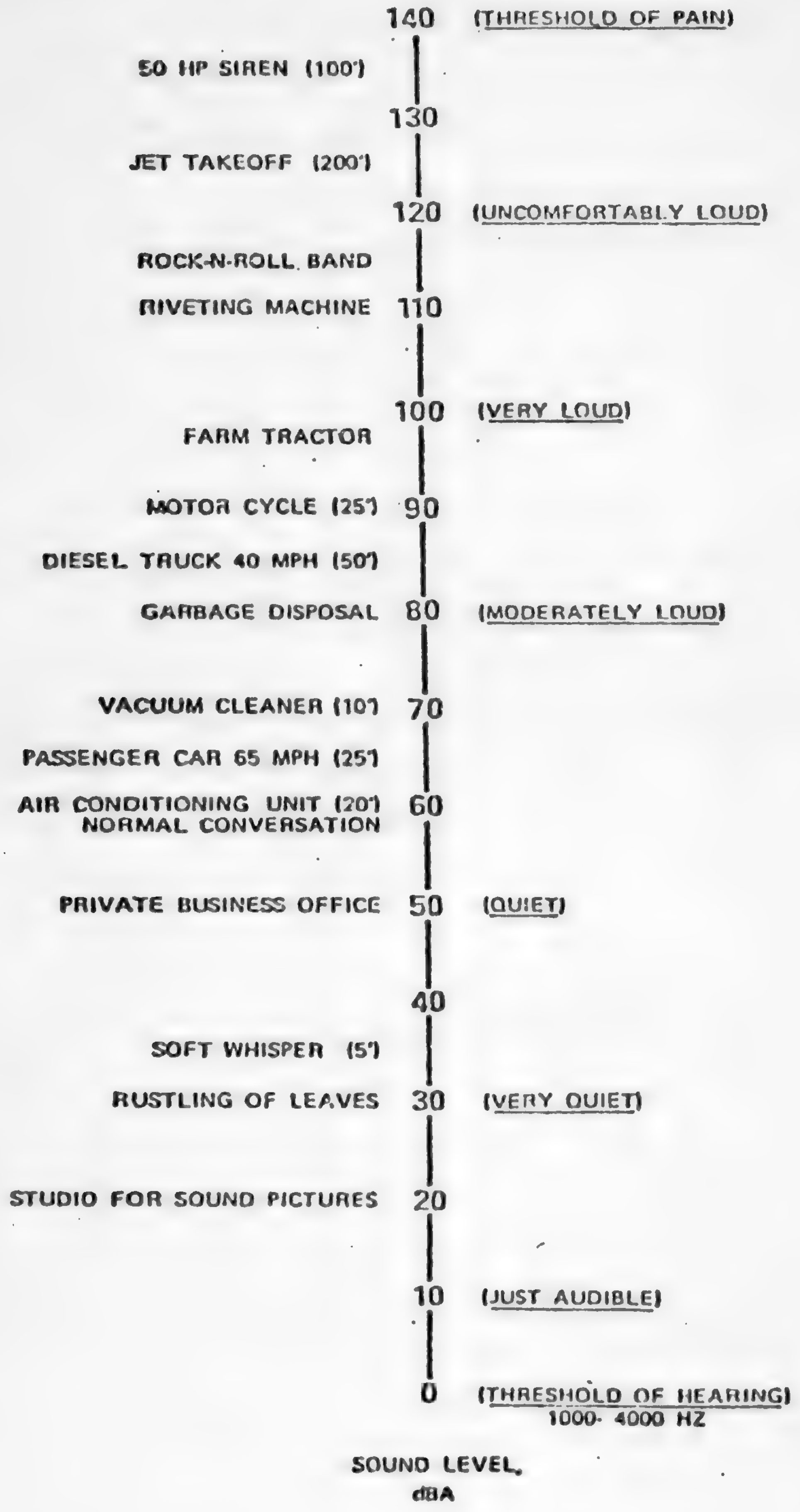
Since the project is a replacement for an existing bridge, the long-term energy impacts are inconsequential.

5.1.5 Determination of Compatibility with Other Adjacent Uses

Land use and zoning will remain unchanged along the project. Noise levels along the new route will increase, but will not exceed the FHWA design noise level of 67dBA. Noise abatement measures such as sound berms will not be required. (See attached sound pressure level chart.)

TABLE 1.

TYPICAL A-WEIGHTED SOUND PRESSURE LEVELS



CH2M
HILL
engineers
planners
economists
scientists

June 29, 1984

P8100.60.04

Mr. Jared Smith
OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

Dear Mr. Smith:

Subject: Backwater Analysis for Proposed Highway 42S Bridge Relocation at Coquille

The backwater analysis of the proposed State Highway 42S bridge relocation at Coquille in Coos County has been completed. The effect on the regulatory floodway of removing the existing bridge over the Coquille River and replacing it 1,470 feet downstream has been evaluated. The bridge relocation will have essentially no impact on the base 100-year flood elevations or the regulatory floodway.

The existing computer model for the Coquille River at Coquille, developed for the Coos County Flood Insurance Study, did not include any bridge coding for the existing bridge. To determine the impact of removing this bridge, two sections were added just upstream of the bridge and two sections were added just inside each bridge face to model the bridge piers. Cross section data for the area near the bridge were taken from a cross section at the old bridge prepared by OBEC. The bridge deck was not coded because it is mostly above the 100-year flood level, and the timber piling under the bridge approaches was accounted for by increasing the Manning's roughness factors. Including this coding for the existing bridge had no impact on either the base 100-year flood elevations or the regulatory floodway.

To determine the impact of the proposed bridge, four cross sections were added at the proposed crossing. Two sections including the approach embankments were added just upstream and downstream of the proposed bridge and two sections including the approach embankments and piers were added just inside each face of the bridge. Cross section data for the channel and embankments were taken from the proposed bridge

PDC393.058.1

cross section prepared by OBEC. At the existing bridge, the pier coding was removed and the existing road embankment was changed to correspond with the new road alignment.

As shown in the attached table and summary computer files, the bridge relocation had essentially no impact on the base 100-year flood elevations or the regulatory floodway. These results are reasonable because of the extensive floodplain area south of the Coquille River and Highway 42S. At the 100-year flow of 111,000 cubic feet per second, approximately 95 percent of the flow would pass through this floodplain area and only 5 percent would be affected by the bridge relocation.

A partial copy of the Coos County Flood Boundary and Floodway Map Panel No. 6 has been attached to show the location of the proposed highway realignment and the added cross sections.

This letter and its attachments should be submitted to Coos County and FEMA for their review and approval.

Very truly yours,

Carla Haake

Carla Haake, P.E.
Water Resources Engineer

Attachments

Hydraulic Effect of the Proposed State Highway 425 Bridge Relocation

Section	Base Flood Water Surface Elevation			
	With Floodway		Without Floodway	
	Existing	Proposed	Existing	Proposed
C/120	21.4	21.4	20.4	20.4
D/130	21.5	21.5	20.5	20.5
131	*	21.5	*	20.5
132	*	21.5	*	20.5
133	*	21.5	*	20.5
134	*	21.5	*	20.5
136	*	21.5	*	20.5
139	*	21.5	*	20.5
E/140	21.5	21.5	20.5	20.5
F/150	21.5	21.5	20.5	20.5

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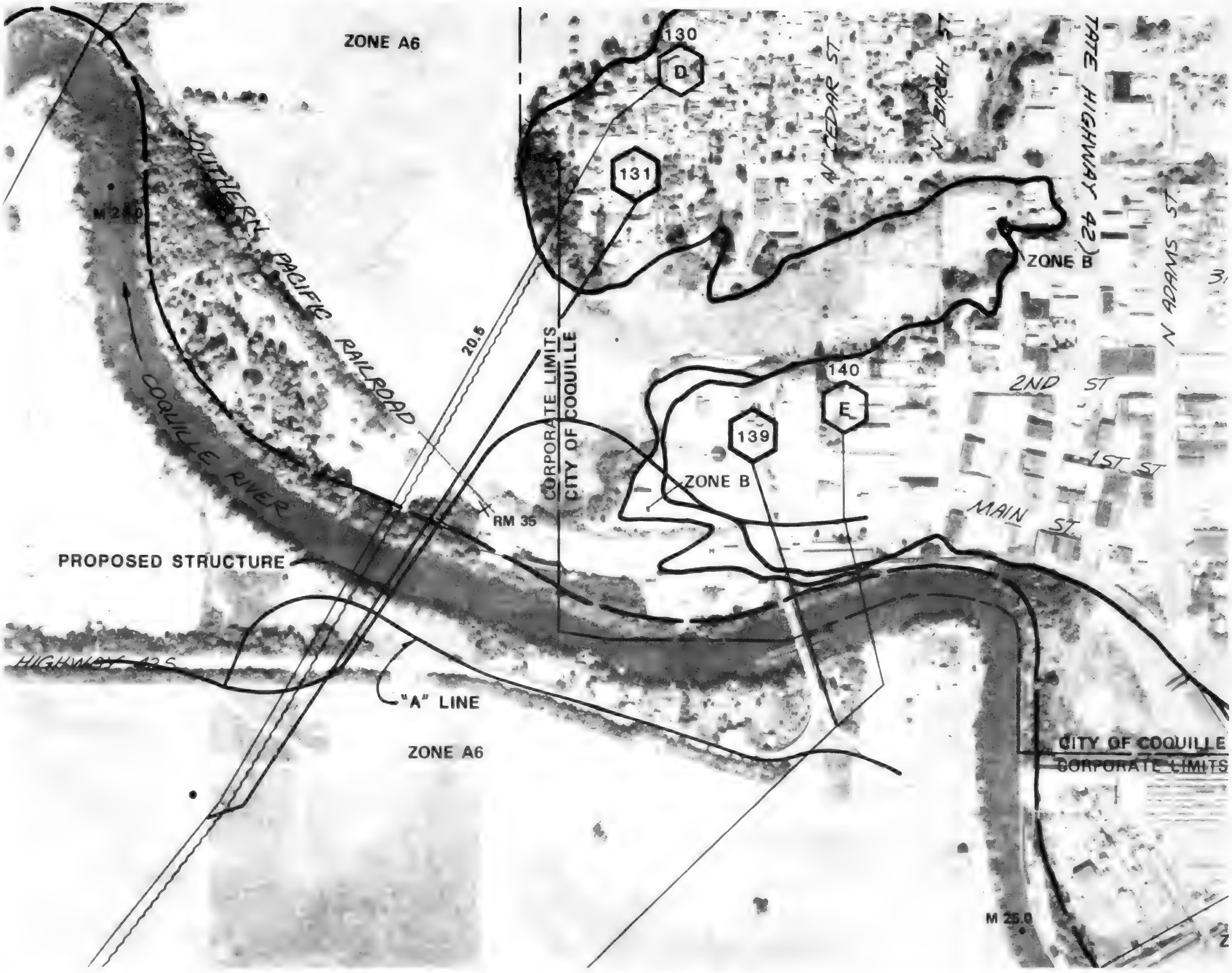
*Additional section not included in original analysis.


ZONE A6
130
D
131
N CEDAR ST
N BIRCH ST
TATE HIGHWAY 42)
ZONE B
N ADAMS ST
M 24.0
SOUTHERN PACIFIC RAILROAD
COQUILLE RIVER
20.5
CORPORATE LIMITS
CITY OF COQUILLE
140
E
139
2ND ST
1ST ST
MAIN ST
ZONE B
RM 35
PROPOSED STRUCTURE
HIGHWAY 42S
"A" LINE
ZONE A6
CITY OF COQUILLE
CORPORATE LIMITS
M 25.0

PUBLIC NOTICE

Notice is hereby given that the Coos County Planning Director on October 26, 1984, approved an Administrative Conditional Use located in T.28S, R.13WWM, S.01 as applied for by the Oregon State Highway Division for proposed placement of bridge crossing support structures in the Coquille River, fill, mitigation and shoreland stabilization as required to remove the existing Coquille Bridge and construct a new bridge 1,470 feet downstream on the Coquille River.

This decision may be appealed to the Board of Commissioners by filing a written notice of intent to appeal and the required fee with the Planning Director as follows:

a. an appeal of this decision shall be filed within 10 working days of this publication; and

b. the notice of intent to appeal shall clearly and specifically state:

  ii. the issues the petitioner seeks to have reviewed; and

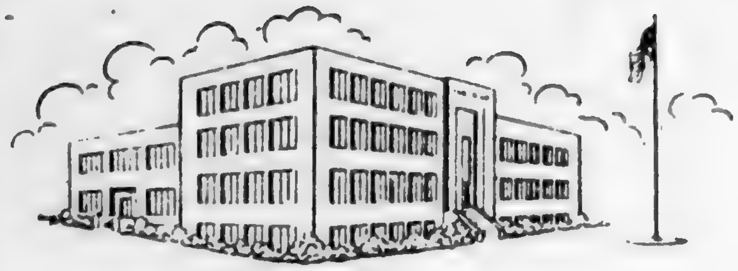
  iii. the facts establishing that the petitioner has standing, pursuant to the Coos County Zoning and Land Development Ordinance.

COOS COUNTY PLANNING DEPARTMENT
Bill Grile, Director
Coquille, Oregon

PUBLICATION DATE:

The World - November 16, 1984

7-1



County of Coos

PLANNING DEPARTMENT
COURTHOUSE ANNEX
COQUILLE, OREGON 97423

PH: 396-3121, EXT. 205

Bill Grile, AICP
Planning Director

ACU-84-30

October 16, 1984

Ed Zajonc, Director
Division of State Lands
1445 State Street
Salem, OR 97310

RE: Division of State Lands Waterway Permit Application #R/F 4085 (Coquille River Bridge removal and replacement construction). Oregon State Highway Division #426.

Dear Mr. Zajonc:

The Coos County Planning Department has reviewed the above-referenced permit request which, when granted, would allow 1) placement of bridge crossing support structures in the Coquille River, 2) fill and removal, 3) mitigation, and 4) shoreland stabilization as required to remove the existing Coquille River bridge and construct a new bridge 1,470 feet downstream on the Coquille River.

The project requires review according to the Coquille River Estuary Management Plan to determine if it is consistent with certain policies of the Ordinance. An Administrative Conditional Use permit to that effect has been issued by the Planning Director, pending expiration of the appeal period on November 5, 1984, and is enclosed as Attachment A.

The project is therefore consistent with the Coquille River Estuary Management Plan, subject to the conditions as outlined in Attachment A.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Bill Grile

Bill Grile, Director
WPG/RJC/cd

NOTED
E. S. HUNTER

ESH

cc: Board of Commissioners
Oregon State Highway Division
James Gix, Oregon Department of Transportation
Glen Hale, DLCD

Enc: Attachment A

cc Hart
Vorstey
[illegible]
Gilmour
Gix
11-15-84

RECEIVED
STATE HWY ENGR

NOV 13 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CH2M
HILL
engineers
planners
economists
scientists

June 29, 1984

P8100.60.04

Mr. Jared Smith
OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

Dear Mr. Smith:

Subject: Backwater Analysis for Proposed Highway 42S Bridge Relocation at Coquille

The backwater analysis of the proposed State Highway 42S bridge relocation at Coquille in Coos County has been completed. The effect on the regulatory floodway of removing the existing bridge over the Coquille River and replacing it 1,470 feet downstream has been evaluated. The bridge relocation will have essentially no impact on the base 100-year flood elevations or the regulatory floodway.

The existing computer model for the Coquille River at Coquille, developed for the Coos County Flood Insurance Study, did not include any bridge coding for the existing bridge. To determine the impact of removing this bridge, two sections were added just upstream of the bridge and two sections were added just inside each bridge face to model the bridge piers. Cross section data for the area near the bridge were taken from a cross section at the old bridge prepared by OBEC. The bridge deck was not coded because it is mostly above the 100-year flood level, and the timber piling under the bridge approaches was accounted for by increasing the Manning's roughness factors. Including this coding for the existing bridge had no impact on either the base 100-year flood elevations or the regulatory floodway.

To determine the impact of the proposed bridge, four cross sections were added at the proposed crossing. Two sections including the approach embankments were added just upstream and downstream of the proposed bridge and two sections including the approach embankments and piers were added just inside each face of the bridge. Cross section data for the channel and embankments were taken from the proposed bridge

Portland Office
2020 S.W. Fourth Avenue, 2nd Floor, Portland, Oregon 97201 503/224-9190 TELEX: 360103 CH2M PTL

cross section prepared by OBEC. At the existing bridge, the pier coding was removed and the existing road embankment was changed to correspond with the new road alignment.

As shown in the attached table and summary computer files, the bridge relocation had essentially no impact on the base 100-year flood elevations or the regulatory floodway. These results are reasonable because of the extensive floodplain area south of the Coquille River and Highway 42S. At the 100-year flow of 111,000 cubic feet per second, approximately 95 percent of the flow would pass through this floodplain area and only 5 percent would be affected by the bridge relocation.

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Carla Haake

Carla Haake, P.E.
Water Resources Engineer

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Hydraulic Effect of the Proposed State Highway 425 Bridge Relocation

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	With Floodway		Without Floodway	
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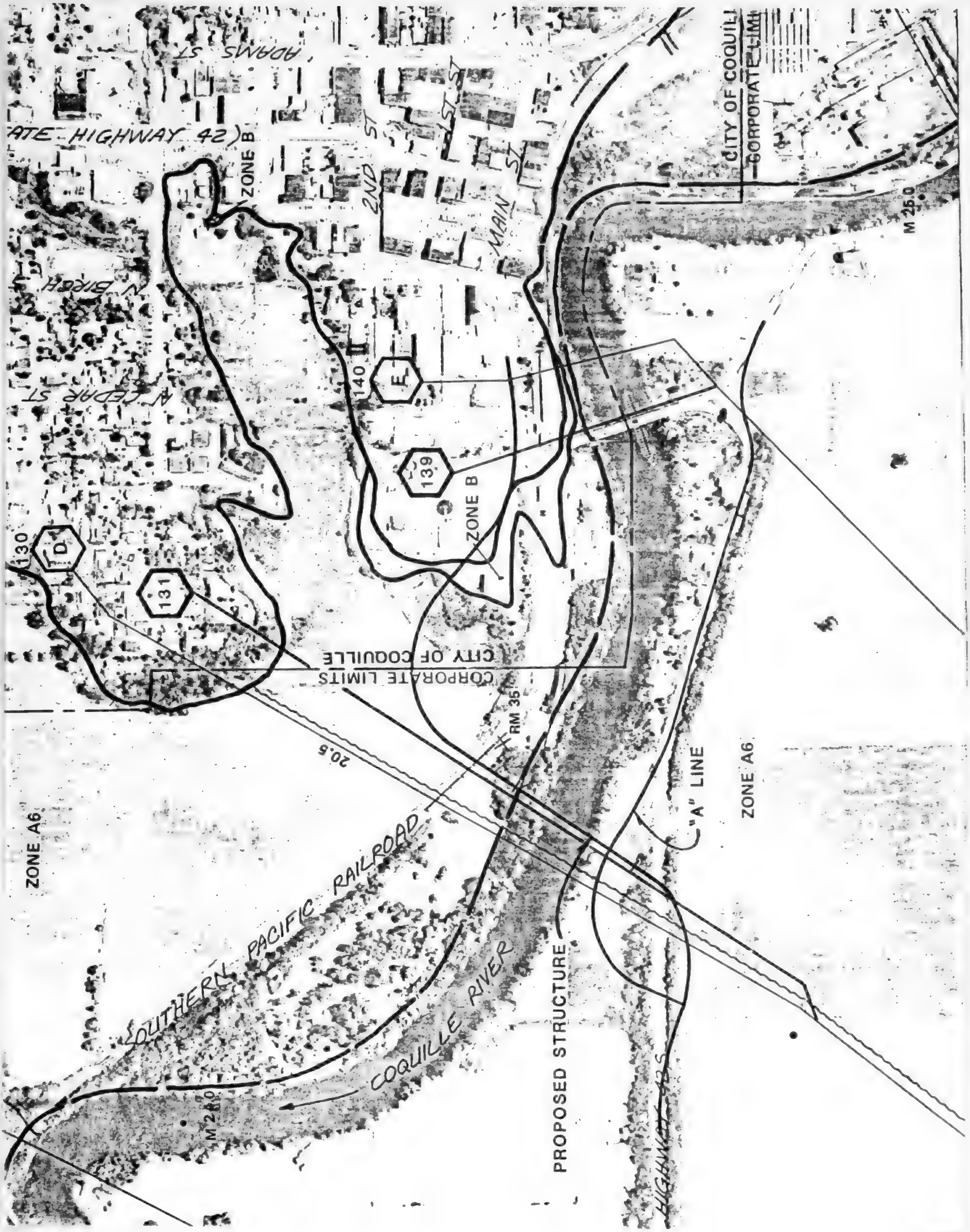
*Additional section not included in original analysis.


ATE HIGHWAY 42)
ADAMS ST
ZONE B
N BIRCH
N CEDAR ST
2ND ST
ST
MAIN ST
CITY OF COQUILLE CORPORATE LIMITS
CITY OF COQUILLE CORPORATE LIMITS
140
E
139
ZONE B
130
D
131
RM 35
20.5
ZONE A6
SOUTHERN PACIFIC RAILROAD
COQUILLE RIVER
M 26.0
PROPOSED STRUCTURE
HIGHWAY 42S
"A" LINE
ZONE A6
M 25.0

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COOS COUNTY PLANNING DEPARTMENT	PUBLICATION DATE:
Bill Grile, Director	
Coquille, Oregon	The World - November 16, 1984

CH2M
HILL
engineers
planners
economists
scientists

June 29, 1984

P8100.60.04

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PDC393.058.1
Portland Office

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Carla Haake

Carla Haake, P.E.
Water Resources Engineer

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F/150	21.5	21.5	20.5	20.5

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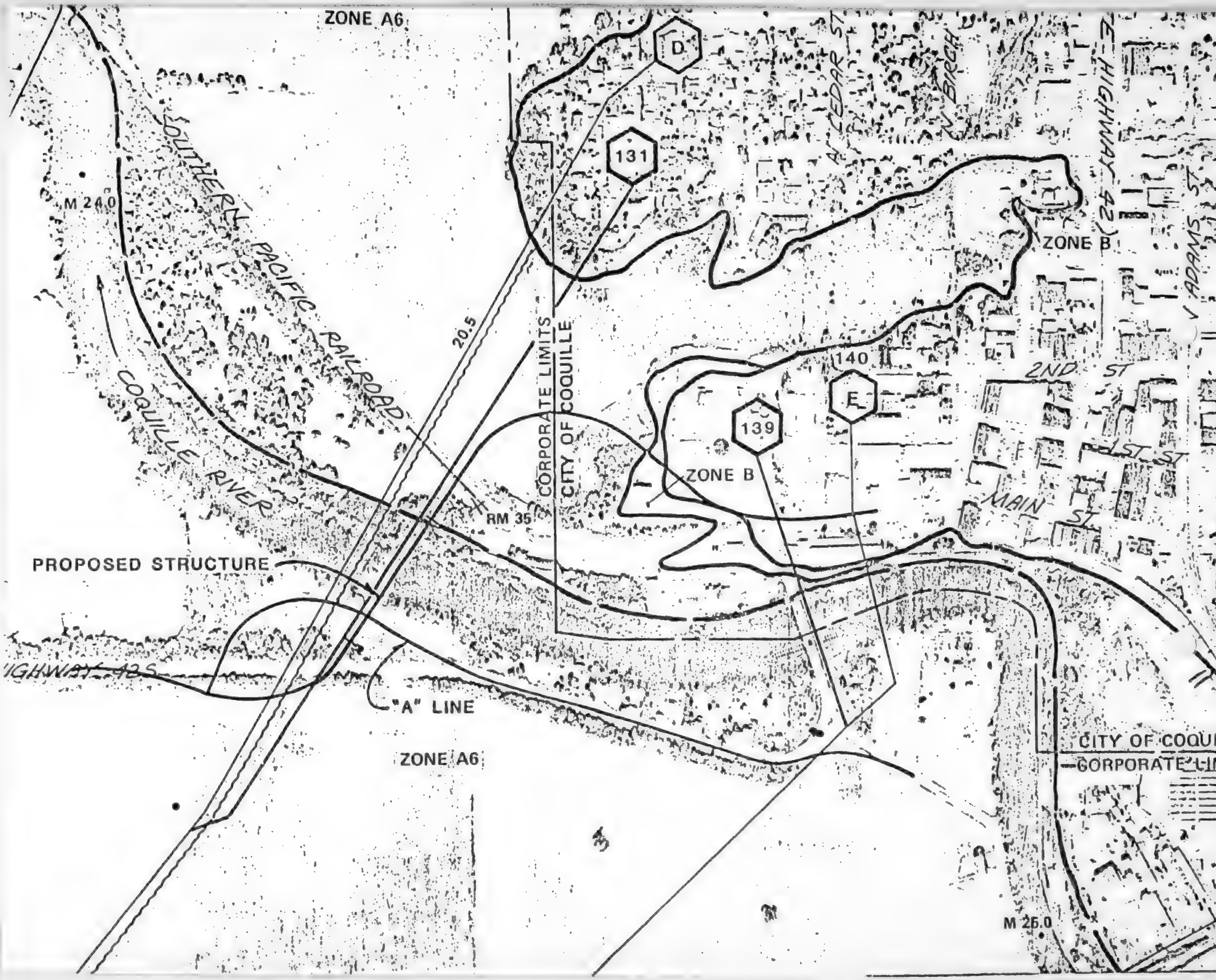
*Additional section not included in original analysis.


ZONE A6
D
131
N. CEDAR ST
N. BIRCH
(E HIGHWAY 42)
N ADAMS ST
ZONE B
M 24.0
SOUTHERN PACIFIC RAILROAD
20.5
CORPORATE LIMITS
CITY OF COQUILLE
140
E
139
2ND ST
1ST ST
ZONE B
MAIN ST
COQUILLE RIVER
RM 35
PROPOSED STRUCTURE
HIGHWAY 42S
"A" LINE
ZONE A6
CITY OF COQUIL
CORPORATE LIMI
M 25.0

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
HWY ENGR
OCT 10 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

In Reply Refer to File No.: ENV 3

NOTED
E. S. HUNTER

October 8, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Coquille River Bridge Project
Coos County

Dear Mr. Wilken:

The Coquille River Bridge project was the subject of an FEIS approved in August 1982. Among other subjects, the historic status of the bridge was addressed. It was determined to be ineligible for the National Register of Historic Places. The Oregon Historic Preservation Office (SHPO) concurred in this judgement.

The Engineering Antiquities Inventory being conducted by the Highway Division has concluded that the Coquille River Bridge is eligible for the National Register. The SHPO concurs in this reclassification. We are, consequently, faced with the issue of documentation and mitigation.

All requirements to meet the National Historic Preservation Act (36CFR800) have previously been met. There is no requirement for repeating the 106 process in the case of reanalysis of eligibility of an historic structure. We also judge that Section 4(f) documentation is not required at this stage of project development (Section 771.135(g) of 23 CFR 771). It is our conclusion that all provisions of subsection (g) fit this project. Property interests in the 4(f) type lands were acquired prior to a change in the determination of significance (the 4(f) property is a Highway Division bridge). And, an adequate effort was made to identify section 4(f) properties prior to the change in the determination of significance.

The Coquille River Bridge is targeted for PS&E and letting in the Spring of 1985. To keep the project on schedule, we propose working out the mitigation for this project directly with the SHPO. Your concurrence with these conclusions and in this proposed course of action is requested.

Sincerely,

Campbell M. Gilmour, Manager
Environmental Section
324 Capitol Street, N.E.
Salem, OR 97310

CMG:PD:gc

cc: David Powers, SHPO
E. S. Hunter
Jim Gix

bc: Pieter Dykman
Dwight Smith

October 1, 1984

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

DES 23
598D

Coquille River Bridge Replacement
Coos County, Oregon
BR 598D

The Highway Division of the Oregon Department of Transportation hereby applies for a permit to replace and realign the existing bridge on which State Highway 42S crosses the Coquille River at Coquille, Oregon. The site is at River Mile 24.3.

Legislative authority for the State to construct the new bridge is found in the General Bridge Act of 1946 and in Oregon Revised Statutes 541.605 through 541.695.

The estimated cost of the new bridge and approaches is $3.2 million. The navigational cost increment, or additional cost due to navigational requirements, on this project is approximately $150,000. The design shown provides ample clearance for small recreational boats using the river. A two-piece lift-out span will provide 40 feet horizontal navigational clearance and unlimited vertical clearance for occasional large vessels. The span can be removed by a crane with a lead time of one to two days. There is no commercial river traffic at present. Provisions have been made, however, for passage under the bridge of a planned stern-wheeled tourist boat without removal of the steel lift-out span. The lift-out span will be adequate to handle all foreseeable navigational needs. Federal funds (HBR) will be used for the project, and have been applied for.

The existing bridge is a 235-foot long steel swing span built in 1922. It is located approximately 1,400 feet upstream of the proposed structure. Other than for previously required annual Coast Guard openings and occasional maintenance openings, the bridge has been opened four times since 1971. The openings were for a single fishing vessel making a round trip and a moveable pile drive owned by the Georgia Pacific Company. (See Coquille River Bridge Replacement FONSI by the FHWA.)

Construction of the new bridge is planned to begin in March 1985. The existing bridge, owned by the State of Oregon, will be removed upon completion of construction of the new bridge. The existing piers will be removed down to at least the natural streambed and timber bents shall be removed to at least one foot below ground line. No part of the old structure will remain in the water.

The proposed structure and new approaches fall within the flood plain. An analysis has been performed using the computer model developed during the Coos County Flood Insurance Study for the Federal Emergency Management Agency (to be published in November 1984). This analysis showed that the flood plain encroachment will have no effect on 100-year flood levels in the area. (Ref.: Preliminary Report and Hydraulic Report by OBEC Consulting Engineers.)

Additional right-of-way for the new alignment is being purchased by the State of Oregon. Property owners adjacent to the bridge site have been indicated on Sheet 3, enclosed.

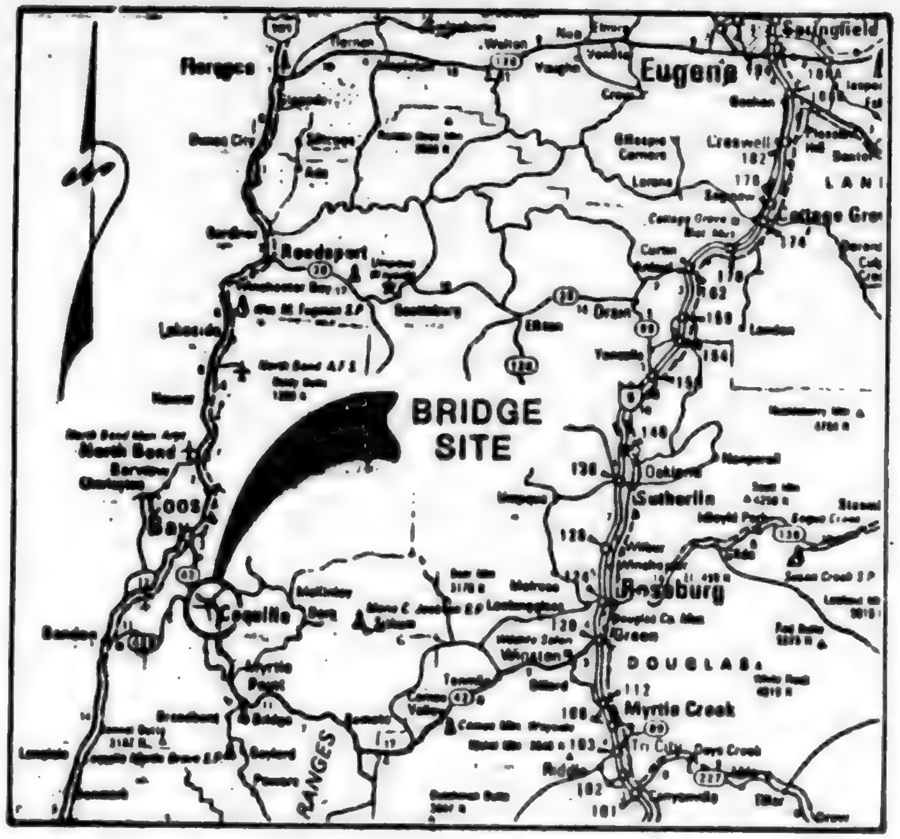
Included in this application for your information are two copies of the Federal Highway Administration Finding of No Significant Impact, dated June 1982 and one set of reproducible drawings with four sets of copies. Further documentation will not be required by the lead agency at this time. There is an undeveloped city park near the project site on the north side of the river, but the project right-of-way will not impinge upon the park boundaries; see FONSI report, page 25.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
Walt Hart

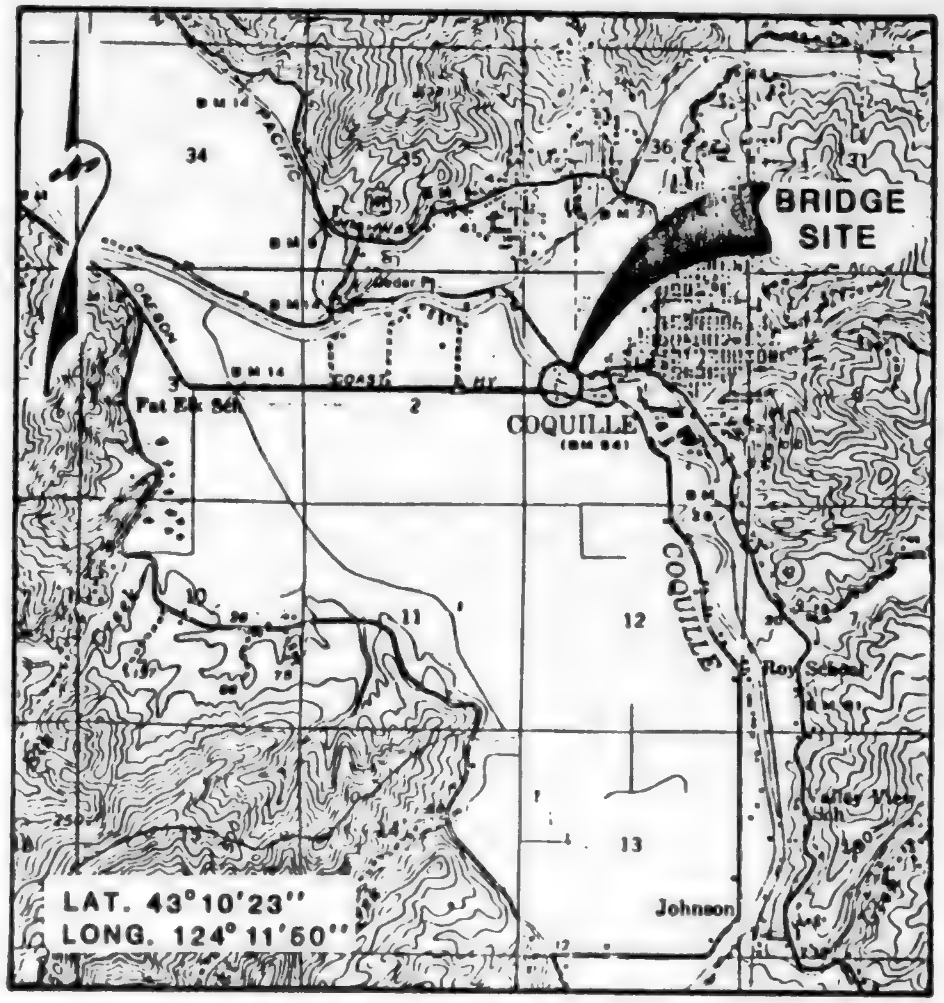
JEC:jrb;smd ja


BRIDGE SITE
Eugene
Springfield
Florence
Reedsport
North Bend
Coos Bay
Coquille
Bandon
Roseburg
Sutherlin
Oakland
Myrtle Creek
Creswell
Cottage Grove
DOUGLAS
RANGES

VICINITY MAP

0 20 40

SCALE IN MILES


BRIDGE SITE
COQUILLE
COQUILLE
(BM 94)
Fat Elk Sch
Johnson
34
35
36
2
11
12
13
LAT. 43°10'23''
LONG. 124°11'50''

SEC.01, T.27S., R.12W. W.M.

LOCATION MAP

SCALE 1:62500

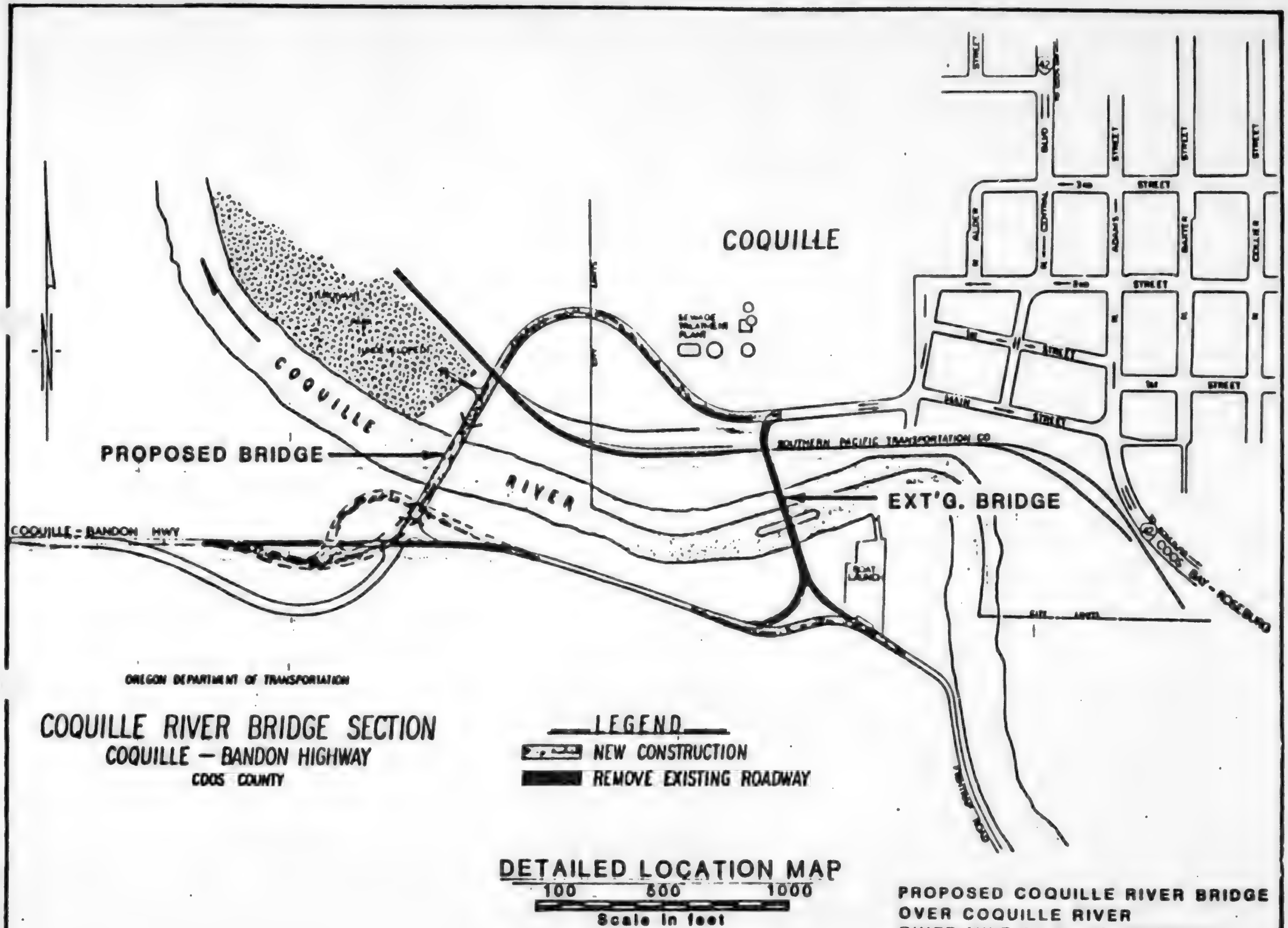
SCALE IN MILES

NOTE:

VICINITY MAP FROM RAND McNALLY ROAD ATLAS(1983)

LOCATION MAP FROM COQUILLE QUADRANGLE (15 MINUTE SERIES)

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 23.9 AT COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 8/13/84 SHEET 1 of 3

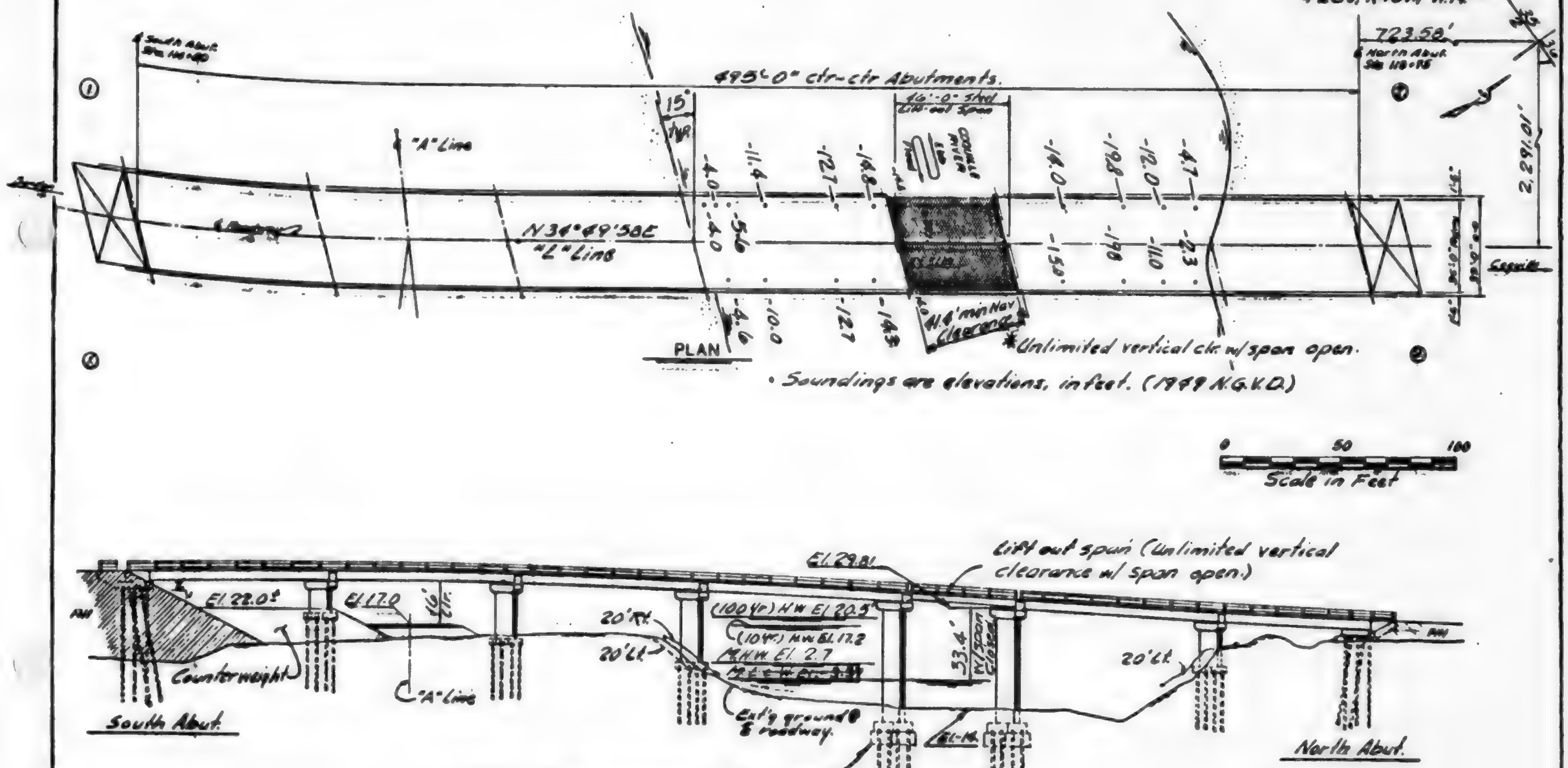

COQUILLE
ALDER ST
CENTRAL BLVD
ADAMS ST
BAXTER ST
COLLIER ST
3RD STREET
2ND STREET
1ST STREET
MAIN STREET
STREET
42
SEWAGE TREATMENT PLANT
SOUTHERN PACIFIC TRANSPORTATION CO
PROPOSED BRIDGE
EXT'G. BRIDGE
COQUILLE RIVER
COQUILLE - BANDON HWY
BOAT LAUNCH
CITY LIMITS
42 COOS BAY - ROSEBURG
LEGEND
NEW CONSTRUCTION
REMOVE EXISTING ROADWAY
100 500 1000
Scale in feet

OREGON DEPARTMENT OF TRANSPORTATION

COQUILLE RIVER BRIDGE SECTION
COQUILLE — BANDON HIGHWAY
COOS COUNTY

DETAILED LOCATION MAP

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 23.9 AT COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 8/13/84 SHEET 2 of 3



T.27S, R13W, W.M.
T.28S, R13W, W.M.
723.58'
North Abut. Sta 118+15
2,291.01'
South Abut. Sta 113+20
495'-0" ctr-ctr Abutments.
46'-0" Steel Lift-out Span
COQUILLE RIVER
"A" Line
N34°49'38E
"L" Line
15°
-4.0
-5.6
-4.0
-4.6
-11.4
-10.0
-12.7
-12.7
-14.8
-14.3
-14.0
-15.0
-19.8
-19.8
-12.0
-11.0
-4.7
-2.3
N.4' min Nav Clearance
Coquille
①
②
PLAN
0
50
100
Scale in Feet
El. 29.81
El. 22.0±
El. 17.0
(100 Yr.) H.W. El. 20.5
(10 Yr.) H.W. El. 17.2
M.H.W. El. 2.7
33.4'
W/span Closed
20' Rt.
20' Lt.
Counterweight
"A" Line
Ext'g ground @ ℄ roadway.
South Abut.
North Abut.
ELEVATION

*Unlimited vertical clr. w/span open.

• Soundings are elevations, in feet. (1949 N.G.V.D.)

Lift out span (Unlimited vertical clearance w/ span open.)

Total fill below M.H.W. = 245 Yds. (Concrete)

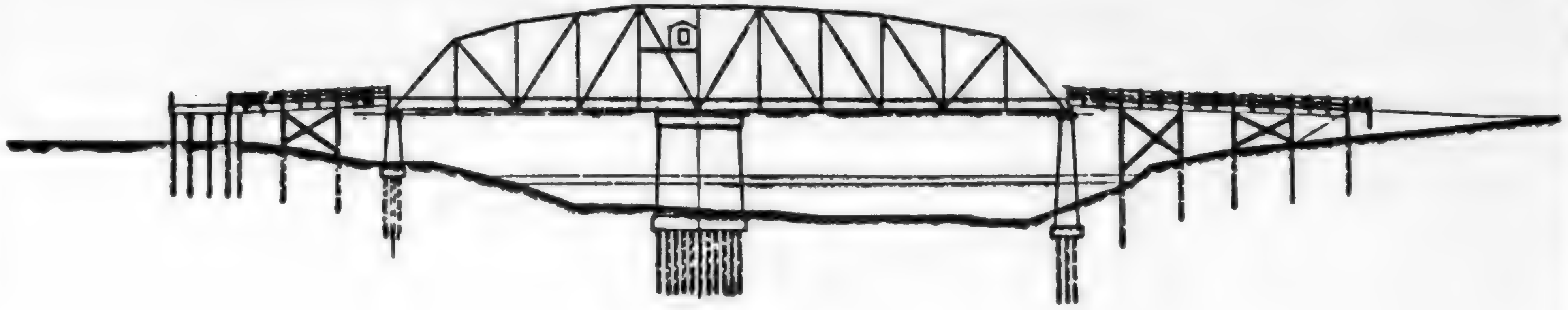
Total exc. below M.H.W. = 340 Yds (Footing excavation from within coffer dams.)

Datum: All elevations N.G.V.D. (1949)

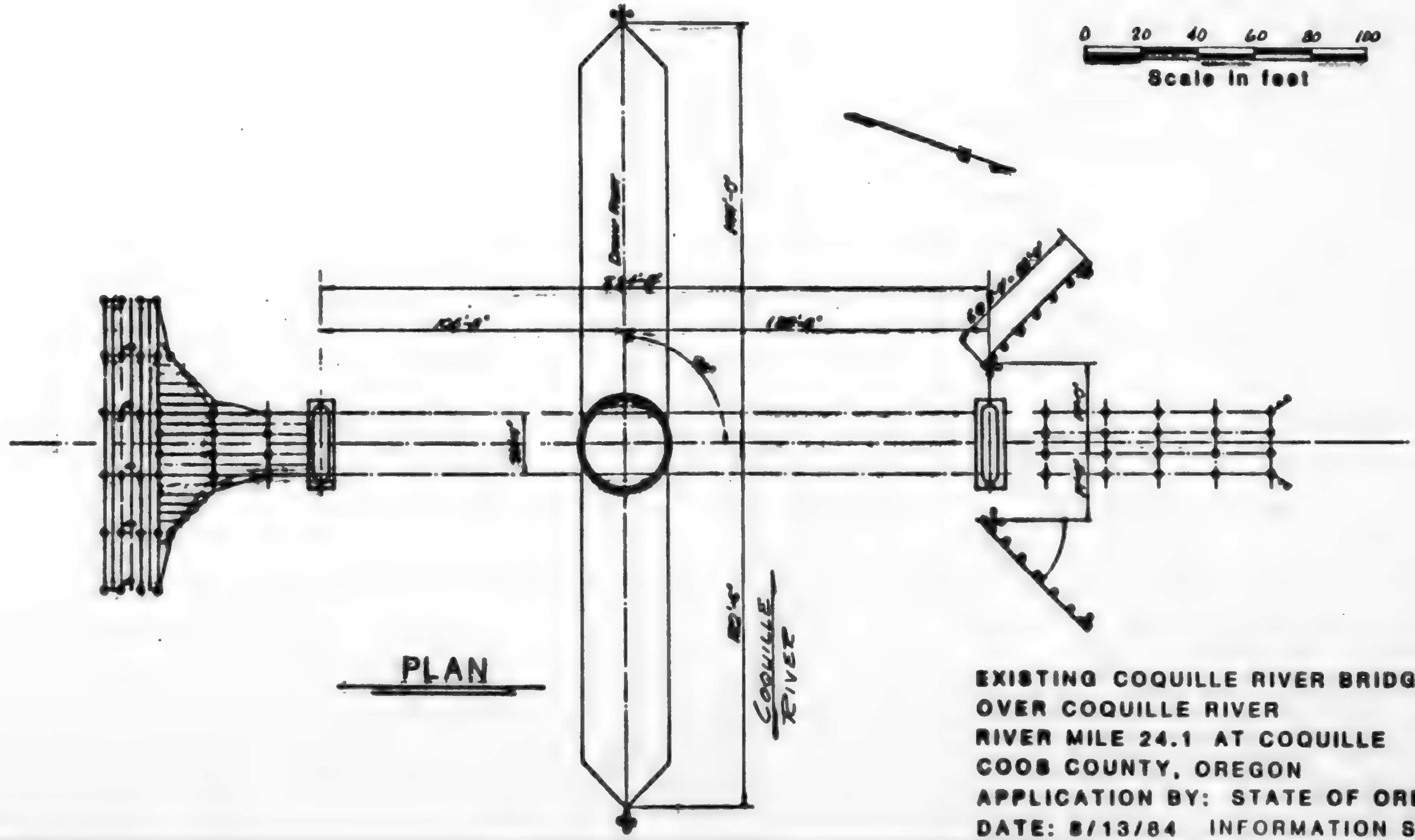
Adjacent Property Owners:

1. Mary K. Farms Co-Partnership.:
   Mary Janice Finch & K.P. Wallace. P.O. Box 327
   Corona Del Mar. Calif. 92625 Ph. # 714-673-8044
2. Oregon State Highway Division.
   120 Transportation Bldg.
   Salem, Oregon 97310 Ph. # 503-378-6299

PROPOSED COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 23.8 AT COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 8/13/84 SHEET 3 of 3



ELEVATION


0 20 40 60 80 100
Scale in feet
COQUILLE RIVER

PLAN

EXISTING COQUILLE RIVER BRIDGE
OVER COQUILLE RIVER
RIVER MILE 24.1 AT COQUILLE
COOS COUNTY, OREGON
APPLICATION BY: STATE OF OREGON
DATE: 8/13/84 INFORMATION SHEET

October 1, 1984

Mr. D. M. Forney
Southern Pacific Transportation
324 Union Station
800 NW Sixth Ave.
Portland, OR 97209

Coquille River Bridge (Coquille) Section
Coquille-Bandon Highway
Coos County

Dear Duane:

Because of a need to obligate funds, we would like to move the subject project ahead on the schedule. We now desire to receive bids on December 20, 1984. This means that I should have the agreements and easement documents by at least November 20, 1984.

The work to be done by Southern Pacific Transportation Company, which should be included in the agreement, is; (1) raising the grade of the southerly track approximately four/tenths of a foot, (2) installing flashing signals and gates, (3) moving the track switch from the highway, (4) constructing the crossing.

Your cooperation in expediting the easement and agreement would be appreciated.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/nv
cc: H. B. Berkshire
bc: J. H. Versteeg
J. B. Boyd

NOTE TO VERSTEEG: This may be difficult as SPTC's San Francisco's office has a tremendous backlog. Another factor which may cause them to drag their feet a little, is that they do not like the project. The new highway goes through the middle of their yard and the x'ing is in an area that is periodically under water. This causes them a problem with their track circuitry. I will keep on them.

1 Versteeg ✓
Anderson
2 Adams
3 Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
OCT 1 - 1984
ROAD DESIGN
SECTION

Do not File ☐
Return To
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Coquille
Con 19.
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STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: September 11, 1984 DES 23
598D

David G. Harmon

FROM: David G. Harmon, P.E.
Office Engineer

SUBJECT: Navigational Clearance
Coquille River Bridge
BR 598D

In response to letters by Ms. Strain, City Manager of Coquille, of August 20, 1984 and OBEC's letter of August 31, 1984, and Jim Gix's letter of September 4, plus several telephone conversations, the following transpired:

On September 7, Jim Gix stated that he asked Road Design if it is feasible to raise the bridge grade by four feet. Dick Leu of Road Design was to design a new vertical alignment that would give 26+ feet of navigational clearance. Dick is unable to look into this problem until September 19 at the earliest.

In reporting this matter to Walt Hart, it was decided that OBEC should stop all work on this project due to not having any answers regarding navigational clearance.

I called Dale Carter, OBEC, to have him stop work on this project. Dale stated that he would like to design a new vertical alignment.

OBEC is to try to design a new vertical alignment to achieve navigational clearance with the following guidelines:

- No increase in structure length
- Centerline of the railroad tracks to 15 feet south shall be near flat.
- No change in grade shall occur from the southerly track to 4 feet south.
- Vertical grade shall not be steeper than 6 percent.

DGH:jrb

cc: Location
- Road Design
Jim Gix, Region 3
Dale Carter, OBEC

1 ✓
2 ✓
3 ✓

RECEIVED
ROAD DESIGN SECTION

Do Not File
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NOTED
W.J. HART

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RECEIVED
STATE HWY ENGR
AUG 31 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

August 30, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-50(2) Coquille River Bridge #598E
Consultant Foundation Report

We have reviewed the foundation report by Foundation Engineering dated August 3, 1984. The report only addresses the two middle piers (piers 4 & 5) and makes some general comments about information State crews have acquired previously. A coordinated effort must be made to incorporate all information as it pretains to the bridge. It would seem desirable to place this in one report.

We are concerned with the end abutment and the next pier toward the river. The consultants data show low blow counts 25-30 feet below the stream bed and a slip plane might develop from the approach fills that could dislodge the abutments and piers 1 & 6. Perhaps some of the driving records from the old bridge could be of some help. Please have the consultant review these records.

The piles proposed must have tip reinforcement to drive into the siltstone. Higher bearings than 70 tons could probably be obtained in the siltstone. Is this an area where 12 ksi could be used for the steel pile bearing area? A concrete displacement pile with the cast in "H" pile for a tip could also be an alternative. We feel the piles for all the piers should probably penetrate into the siltstone as proposed. It, therefore, is highly desirable to base the pile type selection on acceptable alternates. We recommend a careful study and selection be made of at least 2 and possibly 3 alternates.

In a pile design at this location settlement or down drag could be a very sizable item. We expect this might be up to 20 percent and could affect all of the pile designs. Consolidation tests should be performed to alert the designer of possible problems. (The skin friction of 700 psf (adhesion) does not seem to have supporting data. The Torvane test (.15 - .6 tsf) performed on the Shelby tube samples are not very reliable for undrained sheer strengths. They only give a relative indication. Does the consultant have additional information from other testing that support the adhesion figure? Perhaps the State drilling crews obtained some vane sheer tests or submitted samples for triaxial tests. We are confused as to the extent of use of skin friction for an end bearing pile.)

Please consider the above comments when you discuss the design with the consultant.

Sincerely yours,

For Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
DES 23
598E

August 13, 1984

Dale Carter
OBEC Consulting Engineers
244 Country Club Road
Eugene, OR 97401

Coquille River Bridge
BR 598E

The preliminary submittal for Coquille River Bridge has been reviewed with the following comments:

1. We agree with the recommendation of Alternative C using precast concrete girders and liftout span as detailed. Skewed piers are desirable for less erosion due to river current. This alternate appears to meet present and future needs for both vehicle and river traffic. Since future development of this area is not expected to be significant, there is no need for the more versatile "bascule" span.

2. It is suggested that a single shaft be used as it is more desirable than three circular shafts plus a webwall. See Attachment A.

3. "A" line shift from Station L 116+08 to Station L115+90 is acceptable, however, the 22° curve was revised to 20° by Road Design.

4. It is suggested that the grid decking had studs.

The Federal Highway Administration had the following comments:

1. A study should be made to see if higher pile bearings could be used.

2. Has the Coast Guard been consulted on any future use or need?

3. The unit prices that were used were too low for the following items:

    Structural Steel
    Grid Decking
    Piling
    Bridge Rail

NOTED
H. S. COULTER

Form 734-3122

Also enclosed is a print of the super runoff chart at Station 114 to Station 122.

ORIGINAL SIGNE
JERALD E. BACKSTRA
for
Walter J. Hart, P.E.
Bridge Engineer

TJS:DGH:jrb

Enclosure

bc: ✓~~E. S. Hunter~~
H. A. Schell, FHWA /w/ enclosure
Jim Gix, Region 3 Engineer /w/ enclosure
Bill Brown, Dist. 7 Maint. Super. /w/ enclosure
Frank Morrison, Project Manager /w/ enclosure
D. Harmon

File 598 B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 8, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project F-50(2)
Preliminary Report and Hydraulic Report
Coquille River Bridge-Bridge No. [redacted] (598-244-01708)

We have reviewed OBEC Consulting Engineering report on the Coquille River Bridge Replacement dated July 25, 1984. We do not think this report is complete enough to "cast-in-concrete" the selected alternate for design. It does, however, present some interesting alternatives that we feel need further consideration. Please ask the consultant to consider the following items:

1. If the compressible sandy silts mentioned in the environmental document extend from -20 -90 and is it expected that piles will extend to the siltstone bedrock at about elevation -90 and -95. What is the cost comparison of high bearing piles (150 tons-200 tons) with the steel "H" piles proposed?

2. At the high bearing piers (4&5 or 5&6) can you obtain enough lateral stability to support a higher leaf bascule, or a roll out span without an extremely wide footing? Perhaps some displacement piles on a batter might be a consideration.

3. The bridge river pier skew of the "roll-out" and the "bascule" (alternates A&B) could be addressed by single shaft or circular piers. This would seem desirable in view of a potential drift problem. This comment is also true for the "left-out" span (alternate C).

~~Walt Hoft Please discuss with me week of Aug 20 JB~~

OBEC letter of transmittal attached JB

NOTED
J. E. BACKSTRAND

RECEIVED
STATE HWY ENGR
AUG 10 '84
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
AUG 11 1984
BRIDGE SECTION

NOTED
D. G. HARMON

4. In determining the type selection additional information on number of openings per year or future development upstream need to be addressed. Has the consultant discussed the development and bridge type with the Coast Guard (and/or locals)? Not enough information is presented to address this decision.

5. Some of the itemized costs seem to be a little low. Structural excavation ($11/cy), furnish pile driving equipment ($14/lf), drive piles ($1.50/lf) and structural steel ($0.75 to $0.85/lb) seem low and should receive more verification.

The south approach fill foundation information is not presented. With the type of material encountered settlement should probably be addressed at an early date and this settlement could have a considerable affect on the south abutment, Pier 1, 2 and possibly pier 3. The solution for this approach should be incorporated into the foundation design of the concerned bridge piers.

We are inclined to rule out the "roll-out" type of structure because of the grade and problems encountered on the Waluski River Bridge. For future development upstream the primative single "leaf bascule" might be a solution that could be finally constructed at a later date if it was demanded by upstream development.

Please have the consultant consider these items.

Sincerely yours,

for
Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

June 7, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project F-50(2)
Coquille River Bridge
Coquille - Bandon Highway
Coos County

We have Mr. Hart's letter of May 22, requesting a waiver of the AASHTO requirements for the width of the Coquille River Bridge from 40 to 36 feet. The consistent volume of traffic on this route and the lack of expected population growth supports your contension that future traffic will probably not increase.

We, therefore, approve the 36 foot roadway for the Coquille River bridge on the Coquille - Bandon Highway.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUN 8 '84
REFER TO
Hunter
FOR

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RECEIVED
TECHNICAL SERVICES
JUN 11 '84
REFER TO
FOR

Info	Inves	R/O	O/R	Sign	Act	File

CCN 19-1
Coquille

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-50(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80167

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/6/84

8. FEDERAL ROUTE NUMBER Primary 50

9. STATE ROUTE NUMBER Secondary 244

10. GENERAL LOCATION:
Coquille River Bridge (Coquille) Section

11. GENERAL DESCRIPTION OF WORK
Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 4/30/84 and contingent upon modification of Project Agreement if additional funds are required, I approve the Consultant Agreement with OBEC Consulting Engineers and you are authorized to proceed with the preliminary engineering covered by the Agreement on an actual cost basis estimated to be $104,971 Federal Funds $90,065 which includes a fixed fee of $10,639.

Orig
4/11

An approved copy of the Agreement is returned herewith.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR
Info | Act | File

14. DATE 4/6/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoosner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible] 17-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 6, 1984

Louis F. Pierce
OBEC Consulting Engineers
244 Country Club Road
Eugene, OR 97401

Personal Service Contract
Coquille River Bridge Project

Enclosed for your records is a fully executed personal service contract for preconstruction engineering services to be provided for the Coquille River Bridge on the Coquille-Bandon Highway in Coos County. The ODOT Program Section notified us today that all necessary approvals have been obtained, and that you may now begin work on the project. All work shall be done by December 20, 1984 based on Paragraph 2.b. of the Contract.

Enclosed is material from our files that may be of use. There is additional information available on the existing bridge in the files of the Bridge Section. Most of that information is on microfilm, and may be viewed by contacting the project manager.

Please continue to work exclusively through the project manger, Jimmy S. Hansen. Jim will contact you this week to arrange an on-site pre-design meeting with one of my Design Supervisors and a Region 3 representative. For questions about Field Location Work, you may contact F. D. Morrison, Project Manager, P. O. Box 716, 290 W. Main Street, Coquille, OR 97423, telephone 396-3707.

Walter J. Hart, P.E.
Bridge Engineer

Enclosures
cc: H. S. Coulter
Program Section
✓Commission Services
Region 3 /w/ Contract
FHWA
Frank Morrison

Form 734-3122

CON 19-1
Coquille
[illegible]

AGR

Walt Hart
Attn: Jimmy Hansen
BRIDGE SECTION
Robert W. Gormsen
Commission Services

March 30, 1984

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached for transmitting to OBEC Consulting Engineers is a fully executed personal service contract for preconstruction engineering on the Coquille River Bridge of the Coquille-Bandon Highway.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

fkn

Att.

cc Jack Sollis (agree. att.)
Ed Marges

/

CON 19-1
Coquille
-1
/

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO

Date: March 30, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration
[illegible]
[illegible]

From: Gary A. Potter, Manager
Program Section

Subject: Personal Services Contract
Project No. F-50(2)
Coquille River Bridge
Coos County

Enclosed for your approval are two copies of a fully executed Personal Services Contract between OBEC Consulting Engineers and the State Highway Division on the subject project. The estimated total cost for work by the Consultant is $104,971.

I further request the following:

1) Authorization to proceed with work by the Consultant at an estimated total cost of $104,971 with no increase in total cost or federal funds as currently under project agreement.

2) The return of one copy of the agreement approved for our files.

CL:bkb
cc: Ed Marges
J. Hansen (Bridge)
General Files

Form 734-3122

CON 19-1
Coquille

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-50(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80167

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-19-84

8. FEDERAL ROUTE NUMBER Primary 50

9. STATE ROUTE NUMBER Secondary 244

10. GENERAL LOCATION:
Coquille River Bridge (Coquille) Section

11. GENERAL DESCRIPTION OF WORK
Relocation Plan

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3-12-84 the relocation plan for the subject project dated March 1, 1984 is approved and you are authorized to proceed with the actual acquisition of right-of-way as specified in my PR-1240 dated 11-21-83.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig. to
3/29

14. DATE 3-19-84

15. SIGNATURE OF APPROVING OFFICIAL Robert B Holloway

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 19-
Coquille
5+23

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-50(2)
Coquille River Bridge (Coquille) Section
Coos County

Date: March 15, 1984

From: Division Administrator

Reply to Attn. of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested by Mr. Potter's letter of February 27 we have reviewed the draft Personal Services Contract with the Oregon Bridge Engineering Company and it is approved as to form subject to the following:

1. Incorporate project identification in the opening statement on Page 1.
2. Paragraph 3e should be reworded so that it is clear to the consultant that a change in scope and character of work would require a supplemental agreement which would include additional costs and additional fixed fee. Increases in actual cost, when approved, do not require a supplemental agreement nor does it allow an increase in the fixed fee.
3. With part of the existing foundation information already obtained by the State (the approach investigation) an additional $23,777 appears high. This should be verified to insure the cost is accurate.

Haskell
For Dale E. Wilken

cc:
OSHD (G Potter)
OSHD (W Hart)

R. N. BOTHMAN

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ROBERT N. BOTHMAN

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Coquille
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO

Date: March 12, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Relocation Plan
Project No. F-50(6)
Coquille River Bridge (Coquille) Section
Coquille-Bandon Hwy.
Coos County

Enclosed for your approval is one copy of a March 1, 1983 relocation plan for the subject project.

I request concurrent with approval of the relocation plan authorization to proceed with the actual acquisition of the right-of-way as programmed on the subject project. The relocation plan indicates that only two partial business moves are involved at an estimated total cost of $35,000 which will require an additional obligation of $30,852 in federal funds.

Since there is no displacement of families or individuals assurances regarding the availability of replacement dwellings is not required. Relocation assistance will be provided from the Region 3 Right-of-Way Office in Roseburg.

CL:bkb
Enc.
cc: J. Boyd
D. Aman
General Files

Form 734-3122

CON 17-1
Coquille
—P.

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 5, 1983

Mr. David Astle
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Application
Coquille-Bandon Highway
Coos County

NOTED
H.S. COULTER

Dear Dave:

Enclosed is the original and ten copies of an application for a new grade crossing at the intersection of the relocated Coquille-Bandon Highway and the Coos Bay Branch of the Southern Pacific Transportation Co. This matter is the result of a proposed new bridge over the Coquille River.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Enclosures
cc: H. S. Coulter
J. J. Gix
C. T. Keasey
D. E. Swan
Jack Sollis
(All with copy of application)

RECEIVED
STATE HWY ENGR
DEC 5 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

PUC Docket No. SXF ______
PUC Crossing No. CO-
DOT-AAR Crossing No. ______

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon, Department of Transportation, (name of applicant)

Highway Division

for the authority, pursuant to ORS 763. 020 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of Coquille-Bandon Highway (name of street or highway)

and Southern Pacific Transportation Co. (name of railroad company)

Coos Bay Branch (name of railroad main or branch line or other trackage)

near (in/near) Coquille (name of city/town/rail station), Coos (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $______

☒ Federal-Aid Highway System funds.*

☐ Other Federal Funds.*

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) X Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ___ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ___ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ___ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ___ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II, V.

(6) ___ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II, V.

(7) ___ *Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ___ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ___ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ___ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ___ Addition of protective devices at an existing crossing.

(12) ___ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ___ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ___ Other (please specify) ________________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: State of Oregon, Dept. of Transportation, Highway Division

Address: Dept. of Transportation Bldg., Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger D. Trygstad, 378-6511

2. Statutory authority under which this application is made: ORS 763.020
020/030/040

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing grade or separated crossing is to be altered -- 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 785.65

b. City Coquille, OR

c. Nearest railroad station

d. County Coos

e. The proposed project is to be in the South 1/2 ~~1/4~~ of the NW 1/4 of Section 1, Township 28 South, Range 12 West, W. M.

4. a. Name of public highway involved in this project:
Coquille-Bandon Highway

b. Name of public authority with jurisdiction over this highway:
ODOT

5. Name of railroad involved in this project: Southern Pacific Transportation Co.,
Coos Bay Branch
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Southern Pacific Transportation Co.
b. City of Coquille
c. Coos County
d.
e.
f.

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
Construct a new bridge across the Coquille River and relocate roadway.
Relocated roadway will have a grade crossing with SPTC tracks.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? Replaces substandard bridge over Coquille River.

9. Is the crossing involved (to be) a separated crossing? No (yes/no)

SECTION II. Grade Crossings a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? No (yes/no)

If no, why not? Physical and economic restrictions

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

On new alignment, the highway crosses the Coquille river on tangent and continues on same tangent across the SPTC tracks at grade, then a 200 ft. spiral into an 18 degree curve right with a total curve of 105 degrees.

(2) *Width--The highway is N/A feet wide at the crossing at present; after completion of the project, it will be 36 feet wide at the crossing; consisting (from N (N or E) to S (S or W)) of:

At present--			After completion--		
Shoulder** of		feet	Shoulder of	6	feet
lane(s) at		ft. ea.	1 lane(s) at	12	ft. ea.
Median of		feet	Median of	0	feet
lane(s) at		ft. ea.	1 lane(s) at	12	ft. ea.
Shoulder of		feet	Shoulder of	6	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface--

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):		36 feet
Type of surface of traveled way:		
on approaches		Asphalt concrete (AC)
at crossing		Timber or AC
Type of surface on shoulders;		AC
Condition of surface:		
on approaches		New
at crossing		New
Is highway curbed on the approaches?		No
Is there one or more sidewalks at this crossing?		No

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

(4) Gradient, going toward crossing on--

	At present:	After completion:
N (N or E) approach	± N/A %	± + .544 %
S (S or W) approach	± N/A %	± - .5.88 %

(5) Nearest public roadway intersection on each approach--

(a) N (N or E) approach: over 1000 ft; ADT -

(b) S (S or W) approach: 50 ft; ADT 20

Name of road or highway:

(a) N/A

(b) City Park Access Road

Public authority with jurisdiction over road or highway:

(a) N/A

(b) City of Coquille

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) N/A (yes/no); (b) No (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

N/A

b. Are all the devices to remain up to current standards? N/A

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	2	2

Name of each track from N (N or E) to S (S or W):

Main

Siding

	At present:	After completion:
(2) Angle of intersection--	N/A °	76 °

If more than one track-highway angle exists, please give details below, track by track:

No

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

From west to east. Tangent 500 ft. to crossing.
150 ft. from crossing curve right.

11.b. (Continued)

(4) Nearest switch--	At present:	After completion:
E (N or E) of crossing:	60 ft.	60 ft.
W (S or W) of crossing:	1000 ft.	1000 ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: 0 ; After completion 2500 ;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on ____ (N or E) approach:	mph	35 mph
on ____ (S or W) approach:	mph	35 mph
At crossing:	mph	35 mph
Posted speed limit on approaches:	mph	35 mph
(3) Direction of traffic flow:	(N & S, etc.)	N&S

b. The Railroad

(1) Train movements-- (avg. per day)	At present:	Expected after completion:
Freight trains:	2	2
Switching movements:		
Passenger trains:	0	0
(2) Speed of trains--		
Maximum allowable:	10 mph	10 mph
Typical:	mph	mph
Slowest Normal:	mph	mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains—

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
N (N or E) approach:	1800 ft. to right; 480 ft. to left
S (S or W) approach:	540 ft. to right; 1800 ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . | The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 1800 ft. to right; 480 ft. to left

S (S or W) approach: 270 ft. to right; 750 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

No

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	[✓ 35 mph]	[✓ 210 ft.]	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

Yes (yes/no) If yes, please explain by what and at what point it will be obstructed:

Northerly approach is on an 18 degree curve

Southerly approach: the signal is visible

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

No need to park in the area

14. List the number and types [illegible] protective devices to be installed at [illegible]e crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: Standard 2 & 4

Number of such devices: 2 ; To be located as follows: one each side of crossing

(1) Who will perform the installation: SPTC

(2) Estimated cost of installation: $ ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	100%

(4) Who will maintain these devices? SPTC

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
SPTC	100%

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: Auvance warning signs. pavement marking & stop lines.

Number of such devices 2; To be located as follows: each side of crossing

(1) Who will perform the installation? ODOT

(2) Estimated cost of installation: $

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	100%

(4) Who will maintain these devices? ODOT

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
ODOT	100%

c. Protection type:

Number of such devices: ; To be located as follows:

(1) Who will perform the installation?

(2) Estimated cost of installation: $

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices?

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: Urban Guard Rail

Number of such devices: 2 ; To be located as follows:

(1) Who will perform the installation? ODOT

(2) Estimated cost of installation: $

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	100%

(4) Who will maintain these devices? ODOT

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
ODOT	100%

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

SPTC

Estimated cost of this portion: $

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ODOT

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

ODOT

b. Remainder of crossing area: ODOT

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

SPTC

b. Remainder of crossing area: ODOT

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

SPTC

b. Remainder of crossing area: ODOT

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track—motion sensing type equipment; Spur tracks--island circuits.)

Request input from PUC & SPTC

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

No (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

SECTION V. -- (To be completed [illegible] all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: All crossings are necessary for the motoring public. The crossing leading to existing bridge (CO-785.90) will serve limited area. Through traffic will be moved to new alignment and will utilize new crossing.

42. Other items of construction and cost distribution:

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) #9B-23-10

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: #13, 14, 15, & 16.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 1st day of Dec, 1983.

(Applicant)

(Attorney)

I, R.D. TRYGSTAD, being first duly sworn, say I am the applicant in the within en[illegible]led cause, and that the foregoing appl[illegible]tion is true, as I verily believe.

STATE OF OREGON)

) ss.

County of)

Subscribed and sworn to before me this 2 day of December, 1983.

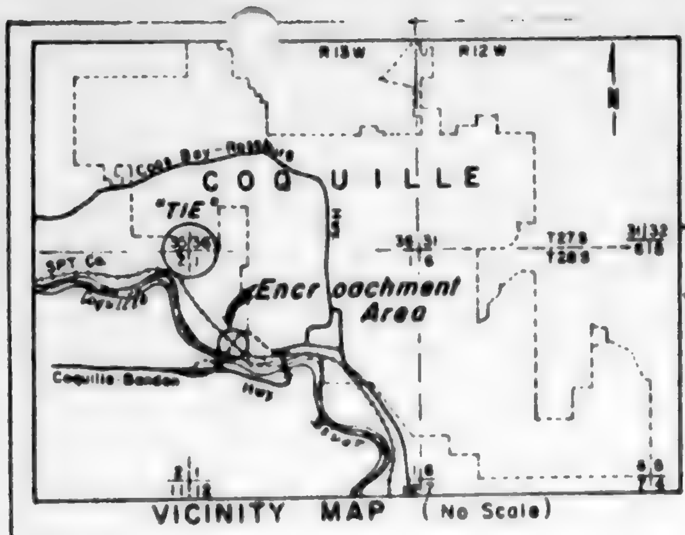
(Notary Public for Oregon)

My Commission Expires: ______

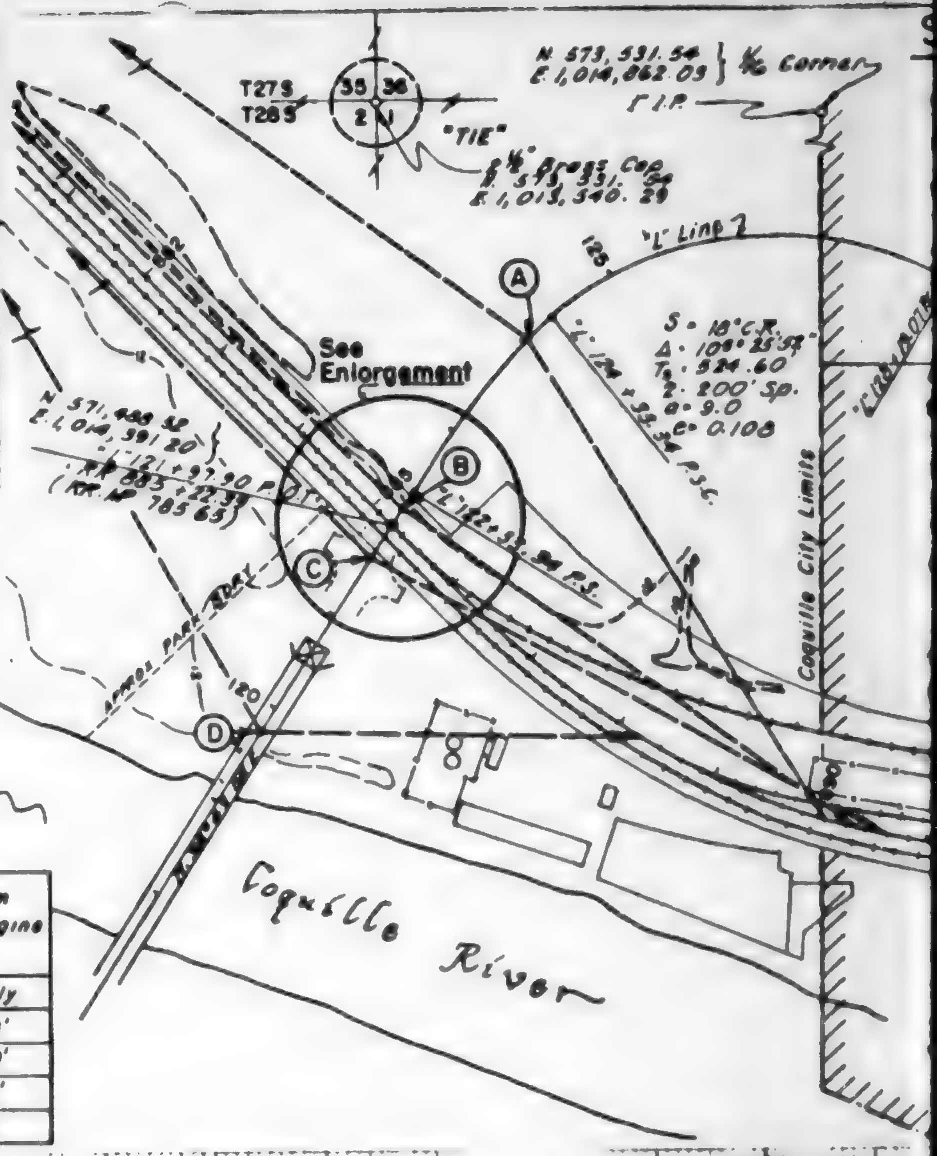
PUC Form 202 (30) 1-80

Signature Page

PUC 3B-53-10 COQUILLE RIVER BRIDGE (COQUILLE) SPT CO PUC 3B-53-10


R13W
R12W
N
COQUILLE
Coos Bay-Roseburg
"TIE"
35|36
2|1
SPT Co.
Encroachment Area
Coquille-Bandon
Hwy
T27S
T28S
35|31
2|6
31|32
6|5
1|6
12|7
6|5
7|8
12|7

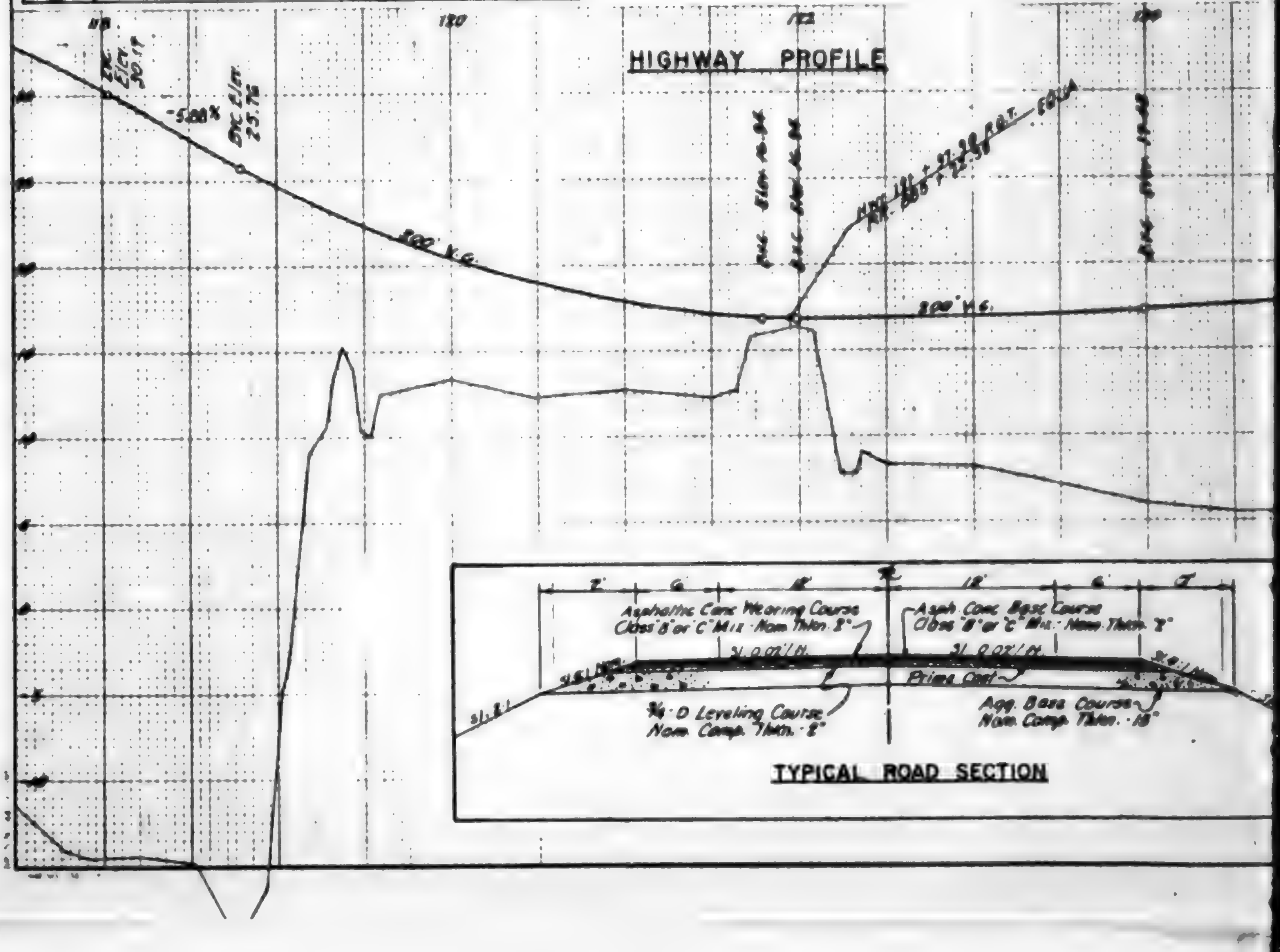
VICINITY MAP (No Scale)


N. 573,531.54
E. 1,014,862.09
1/16 Corner
I.P.
T27S
T28S
35
36
2
1
"TIE"
2 1/2" Brass Cap
N. 573,531.54
E. 1,013,340.29
"L" Line
125
A
B
C
D
S = 18° C.R.
Δ = 109° 25' 57"
T = 524.60
= 200' Sp.
a = 9.0
e = 0.108
"L" 124 + 93.54 P.S.C.
See Enlargement
N. 571,489.52
E. 1,014,391.20
"L" 121 + 97.90 P.O.T.
RR 885 + 22.39
(RR MP 785.63)
"L" 122 + 50.94 P.S.
Approx. Park Bdry.
120
Coquille City Limits
Coquille River

SIGHTING TABLE

POINT	Distance Along Roadway from Nearest Rail to Point.......		Greatest Distance from Crossing Railroad Engine can be at Sighting	
	Northerly	Southerly	Easterly	Westerly
Ⓐ	210'		480'	1800'
Ⓑ	18'		480'	1800'
Ⓒ		18'	540'	1800'
Ⓓ		210'	270'	750'

HIGHWAY PROFILE


118
120
122
124
P.C. Elev. 30.17
-5.88%
P.T. Elev. 25.76
300' V.C.
HRR 121 + 97.90 P.O.T. "L" Line
RR 885 + 22.39
300' V.C.
2'
6'
12'
12'
6'
2'
Asphaltic Conc. Wearing Course Class "B" or "C" Mix - Nom. Thkn. 2"
Asph. Conc. Base Course Class "B" or "C" Mix - Nom. Thkn. 2"
S1. 0.02'/Ft.
S1. 0.02'/Ft.
Prime Coat
3/4"-0 Leveling Course Nom. Comp. Thkn. 2"
Agg. Base Course Nom. Comp. Thkn. 18"
S1. 2:1

TYPICAL ROAD SECTION

Sec.1, T.28S., R.13W., W

NOTE: Grid Bearings - South Zone based on survey conducted by Office of the City Engineer, Coquille, Oregon dated December 17, 1957.

DEPAR

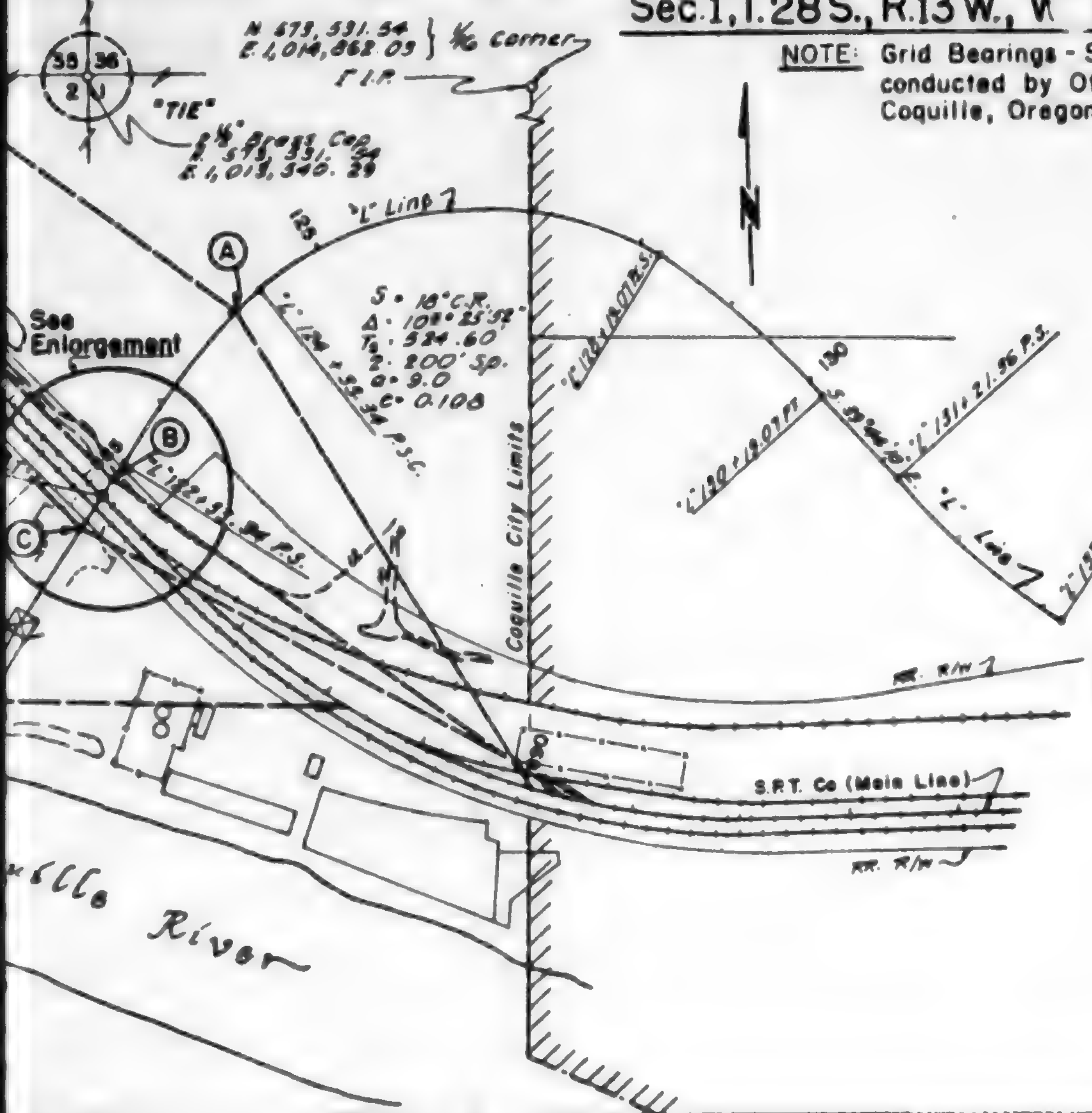
P.U.C.

Grac

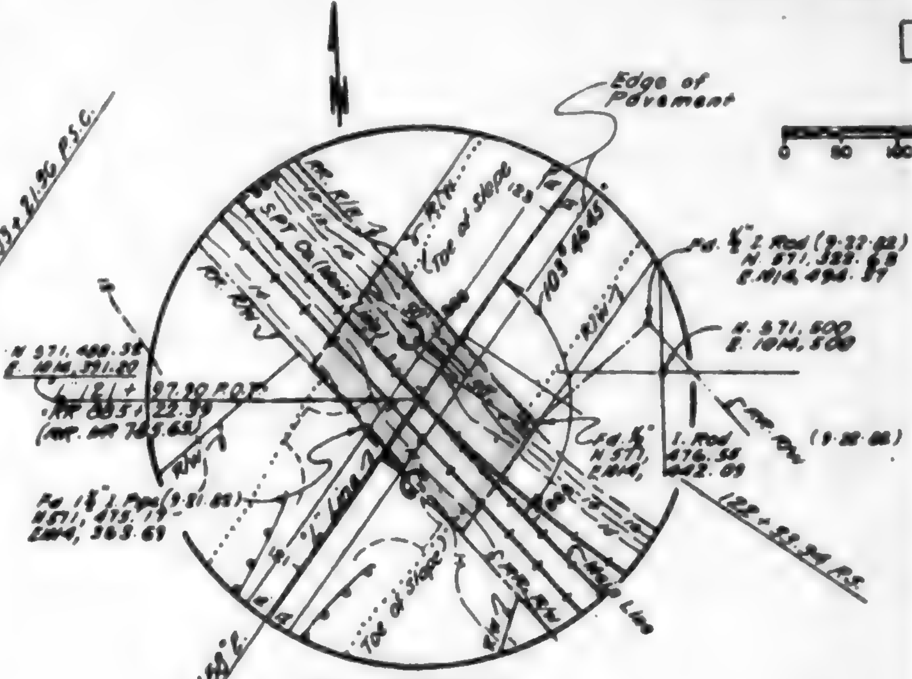
COQUILLE-RI

COQUI

SCALE AS SHOWN



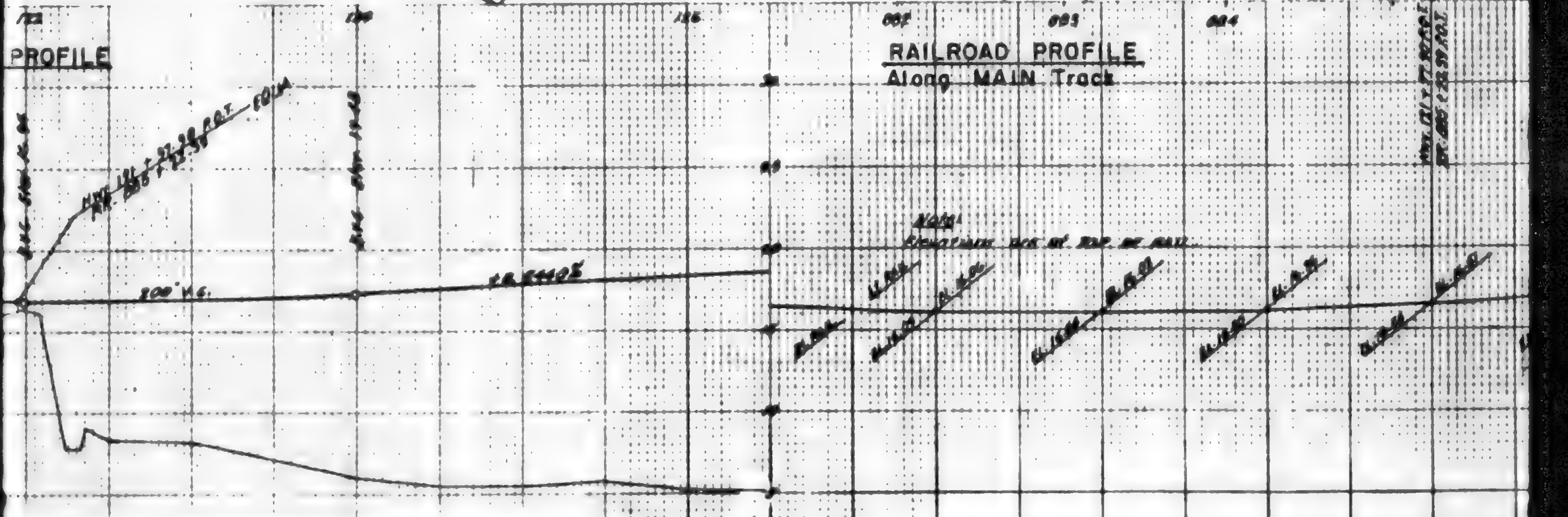
N 573,531.54
E 1,014,862.03
1/16 Corner
F.I.P.
35
36
2
1
"TIE"
2½" Brass Cap
N 573,331.24
E 1,013,340.29
"L" Line
125
A
B
C
See Enlargement
S = 18° C.R.
Δ = 108° 25' 52"
Ts = 524.60
2 = 200' Sp.
a = 9.0
C = 0.108
"L" 124 + 52.34 P.S.C.
"L" 128 + 19.07 P.S.
"L" 122 + 92.94 P.S.
"L" 130 + 19.07 P.T.
130
"L" 131 + 21.96 P.S.
"L" Line
"L" 133 + 21.96 P.S.C.
Coquille City Limits
RR. R/W
S.P.T. Co (Main Line)
RR. R/W
Coquille River



N
Edge of Pavement
RR. R/W
S.P.T. Co (Main Line)
R/W
Toe of Slope
123
103° 46' 45"
Fd. ⅝" I. Rod (9-22-82)
N. 571,323.68
E. 1014,494.31
N. 571,500
E. 1014,500
N 571,400.55
E 1014,371.20
"L" 121 + 97.90 P.O.T.
RR 685 + 22.39
(RR. 763.65)
Fd. ⅝" I. Rod
N 571,476.55
E 1014,442.03
(9-21-82)
Fd 1⅛" I. Pipe (9-21-82)
N 571,475.17
E 1014,363.61
"L" Line
Toe of Slope
Main Line
122 + 92.94 P.S.
N 56° 49' 59" E

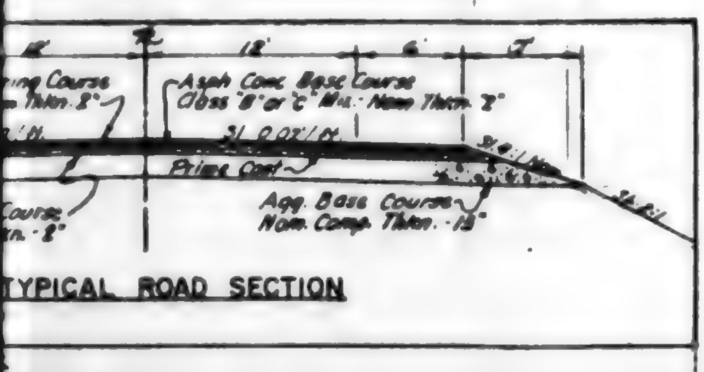
ENLARGEMENT of ENCROACHMENT AREA

0 50 100 150 SCALE IN FEET



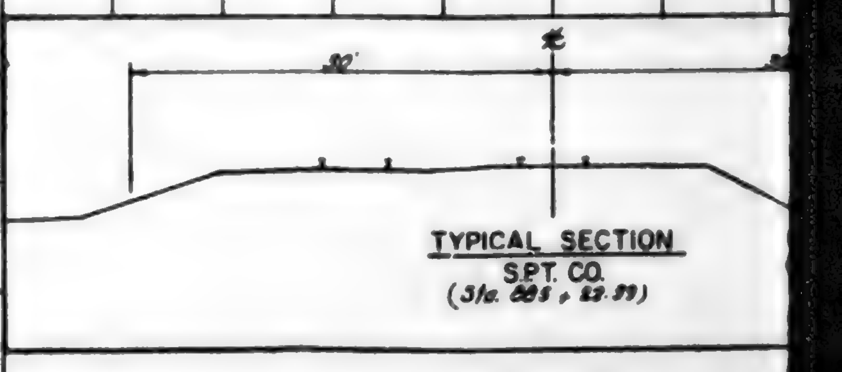
PROFILE

RAILROAD PROFILE
Along MAIN Track



12'
12'
6'
Asph Conc Base Course
Class "B" or "C" Mix - Nom Thkn. "2"
Course
Thkn. 2"
Prime Coat
Agg. Base Course
Nom. Comp. Thkn. - 12"

TYPICAL ROAD SECTION



TYPICAL SECTION
S.P.T. CO.
(Sta. 685 + 22.39)

P.U.C. 9B-23-10

Sec.1,T.28S.,R.13W.,W.

NOTE: Grid Bearings - South Zone based on survey conducted by Office of the City Engineer, Coquille, Oregon dated December 17, 1957.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

P.U.C. MAP & PROFILE

Grade Xing of S.P.T. Co.

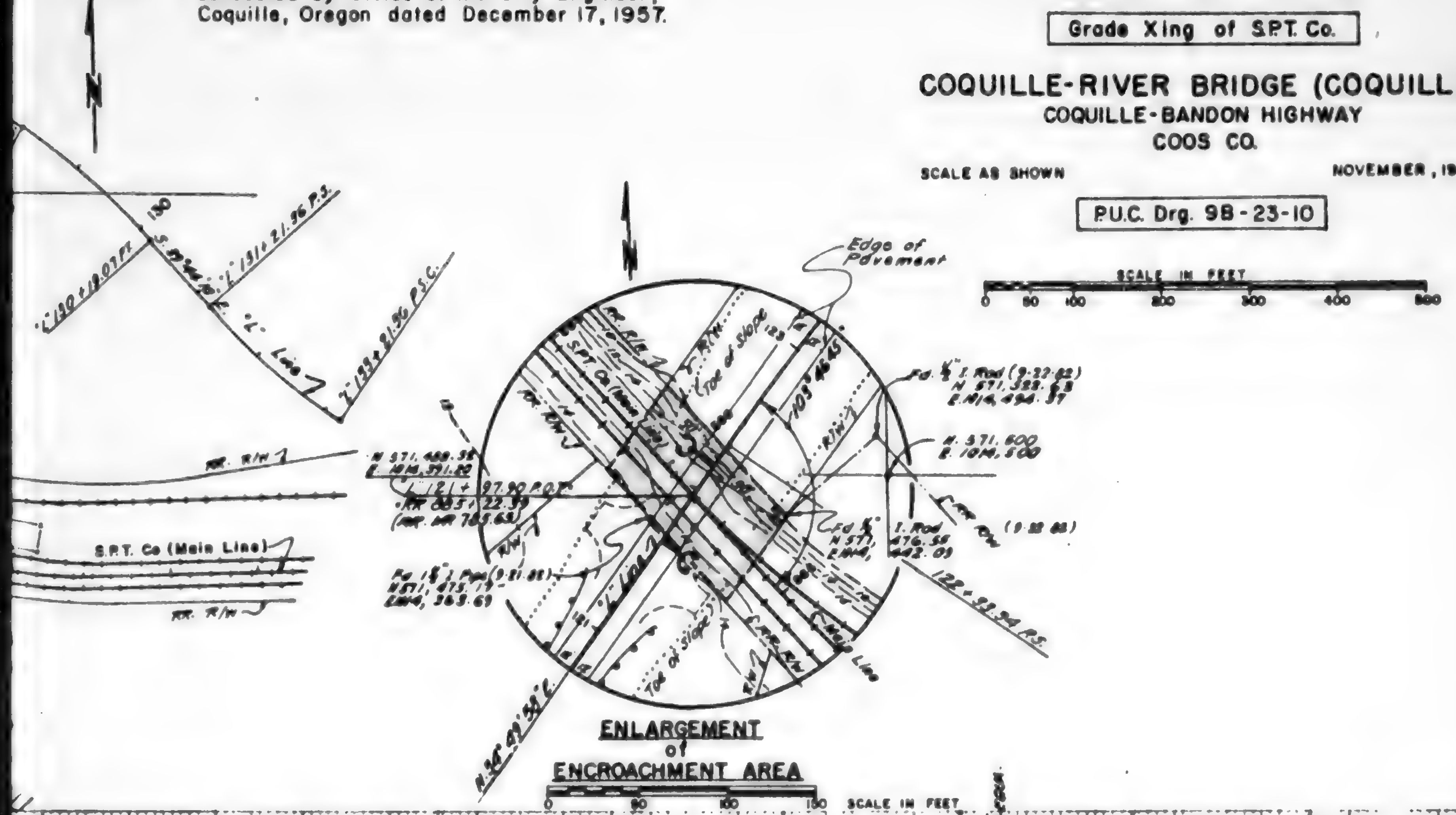
COQUILLE-RIVER BRIDGE (COQUILLE)

COQUILLE-BANDON HIGHWAY
COOS CO.

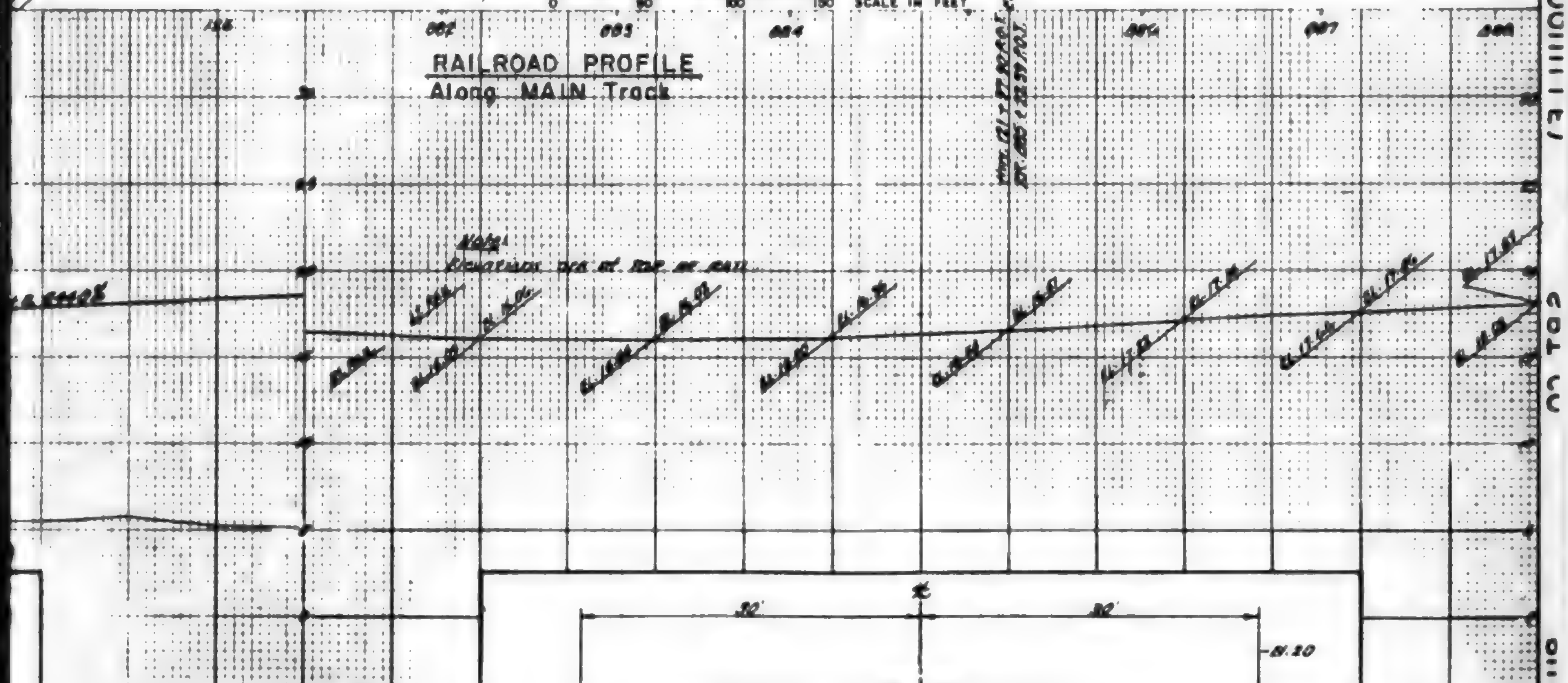
SCALE AS SHOWN

NOVEMBER, 1983.

P.U.C. Drg. 9B-23-10


SCALE IN FEET
0
50
100
200
300
400
500
"L" 130+19.07 P.T.
130
"L" 131+21.96 P.S.
"L" Line
"L" 133+21.96 P.S.C.
RR. R/W
N 571,488.58
E 1014,371.20
"L" 121+97.90 P.O.T.
RR 883+22.39
S.P.T. Co (Main Line)
RR. R/W
Fd. 1/2" I. Pipe (9-21-82)
N 571,475.79
E 1014,363.69
Edge of Pavement
Toe of Slope
S.P.T. Co (Main)
Fd. 5/8" I. Rod (9-22-82)
N 571,322.53
E 1014,494.37
N 571,500
E 1014,500
Fd. 5/8" I. Rod (9-22-82)
N 571,476.56
E 1014,442.09
122+93.94 P.S.
Toe of Slope
Main Line
"L" Line
N 36° 09' 58" E
0
50
100
150
SCALE IN FEET

ENLARGEMENT of ENCROACHMENT AREA



Con 19.1

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-50(6) Coquille Sp

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80167

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
11/21/83

8. FEDERAL ROUTE NUMBER
Primary 50

9. STATE ROUTE NUMBER
Secondary 244

10. GENERAL LOCATION:
Coquille River Bridge (Coquille) Section

11. GENERAL DESCRIPTION OF WORK
Program change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

RECEIVED
STATE HWY ENGR
NOV 29 '83
REFER TO
orig to Potter 11/29
FOR
Info Inter P/D D/R Sign Act File

13. REMARKS

As requested by Mr. Swan's letter of 11/14/83 I approve the program change adding "Relocation Assistance" to the character of proposed work at a TEC of $25,000 Federal Funds $22,037.

Also, as requested by Mr. Swan's letter, you are authorized to proceed with the acquisition of file #53612 through 53620 as shown on R/W maps 1A-18-26 and 9B-23-11 at a TEC of $168,000 Federal Funds $148,092 subject to the condition that project assurances and relocation plan have been submitted and approved by FHWA before the commencement of negotiations on the project.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE
11/21/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 19-1
Coqu [illegible]
51

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 14, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. F-50(6)
Coquille River Bridge (Coquille) Section
Coquille-Bandon Highway
Coos County

I request approval of a program change on the subject project to include in the Character of Proposed Work, "Relocation Assistance" consisting of the moving of personal property at an estimated total cost of $25,000.

I further request authorization to proceed with the balance of the right-of-way as programmed on the subject project at an estimated additional cost of $193,000 and Federal funds of $170,129. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way maps 1A-18-26 and 9B-23-11.

Approval of the above requests will result in revised financing as follows:

	Total Cost	Federal Funds
Current Auth. (1 Parcel)	$ 12,000.00	$ 10,578.00
Balance of R/W	168,000.00	148,092.00
Moving Cost (Personal Prop.)	25,000.00	22,037.00
Total	$ 205,000.00	$ 180,707.00

CL:bkb
Enc.

cc: J. Boyd
D. Aman
General Files

Form 734-3122

CRN 17-1
Coquille
Br.

October 26, 1983

Board of County Commissioners
Coos County Courthouse
Coquille, OR 97423

LOC 7

Attention: Mary Ann Wilson
County Clerk

Gentlemenoor Ladies:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 441," adopted by the Transportation Commission on October 11, 1983, covering the Coquille River Bridge Section of the Coquille-Bandon Highway in Coos County.

Also attached is a survey approval map.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Attachments

bc: Don Harwell (resolution attached)

GENERAL FILES

Coos 19.
Coquille
Sp

DATE: September 26, 1983

TO: Oregon Transportation Commission PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The survey has been completed on the following project:

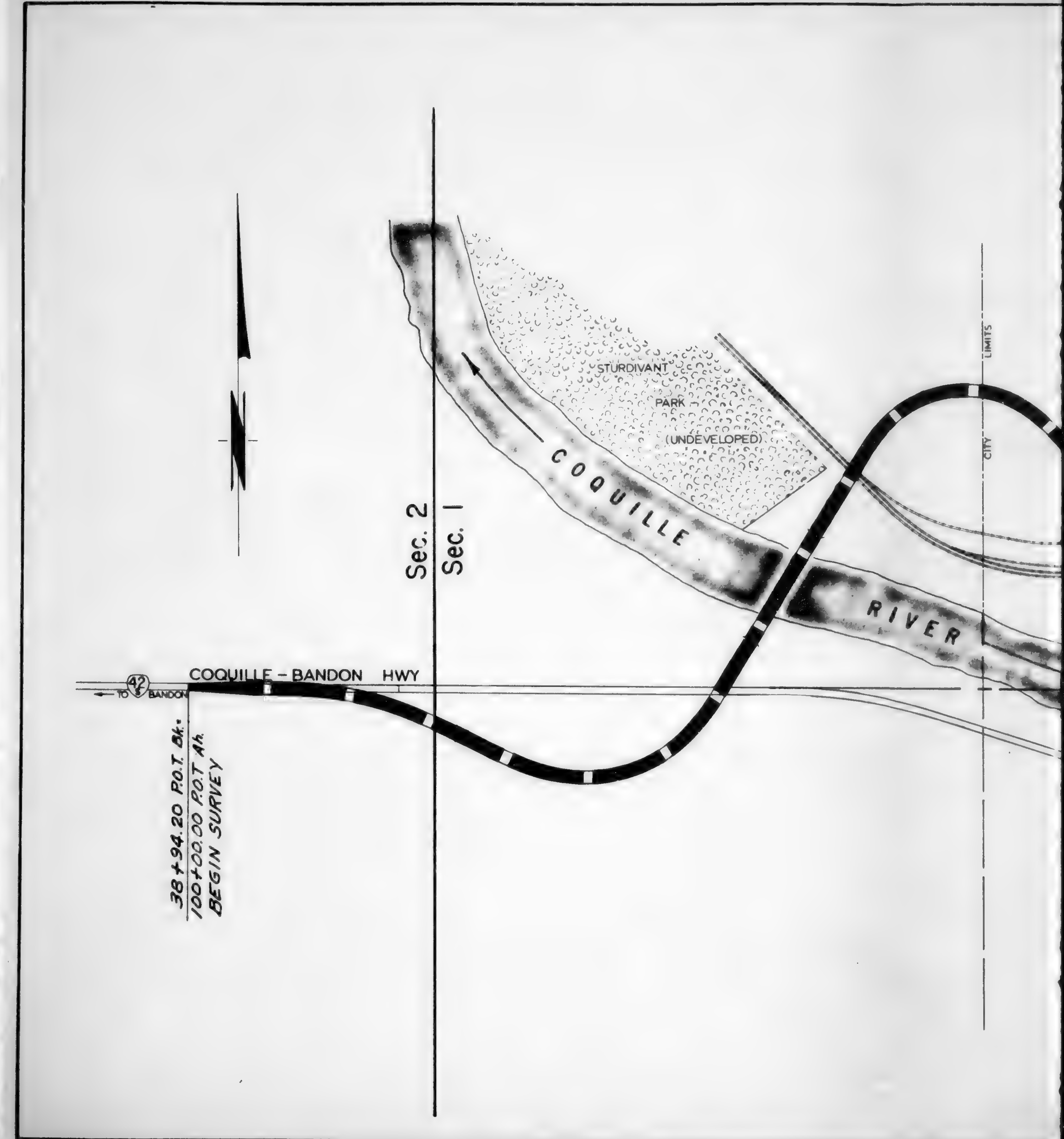
Coquille River Bridge Section
Coquille-Bandon Highway
Coos County

In order that the records be clear as to the official location of the facility, your approval of the attached Survey Approval Map is requested. This matter will be on the consent calendar for your October meeting.

Att.

KO:bkb st

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
J. H. Versteeg
C. O. Fredrickson
D. E. Swan
George Bell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(UNDEVELOPED)
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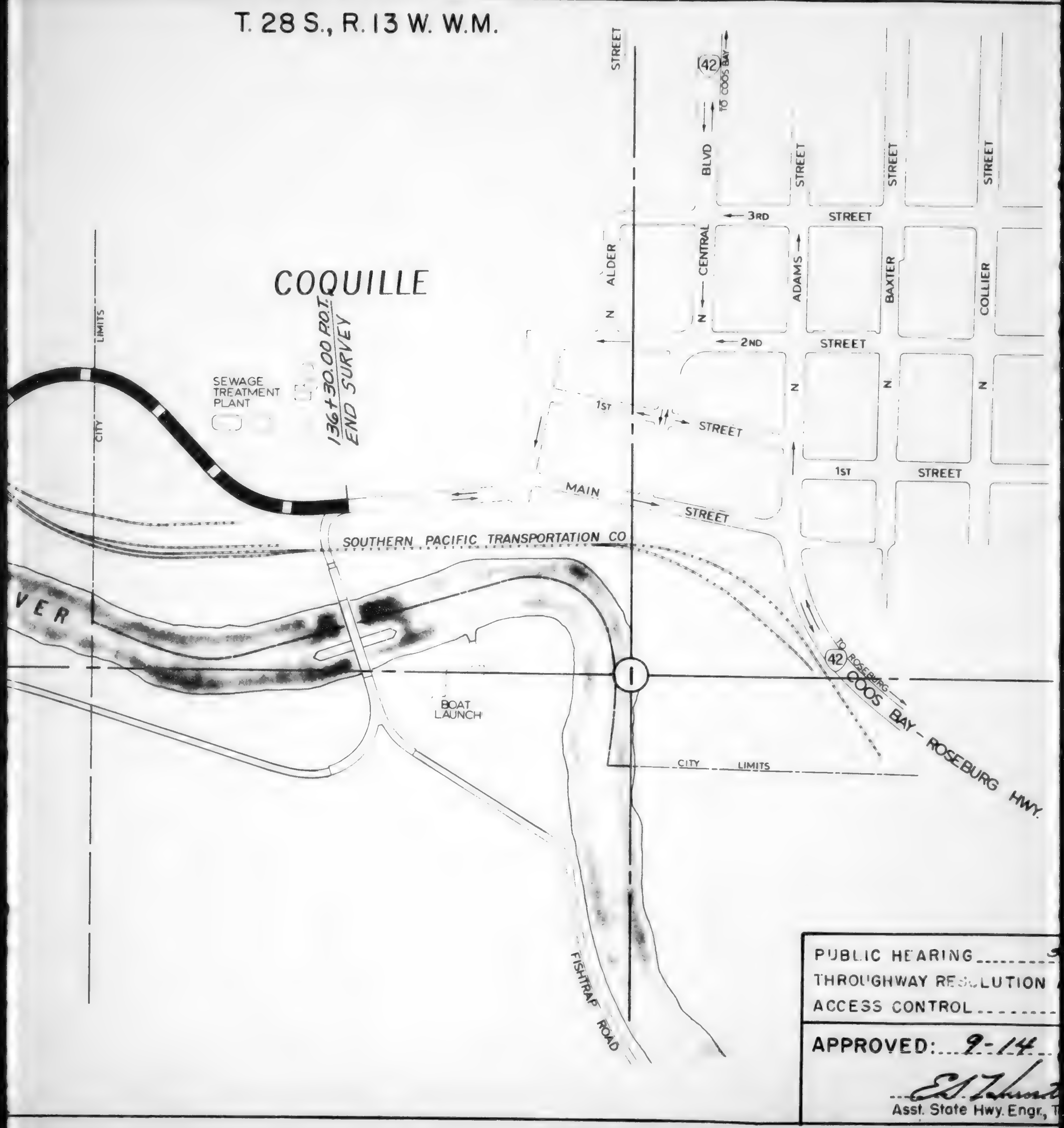
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TO COOS BAY
42
TO ROSEBURG
COOS BAY - ROSEBURG HWY.
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N ALDER
CENTRAL BLVD
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ADAMS STREET
N
BAXTER STREET
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COLLIER STREET
N
3RD STREET
2ND STREET
1ST STREET

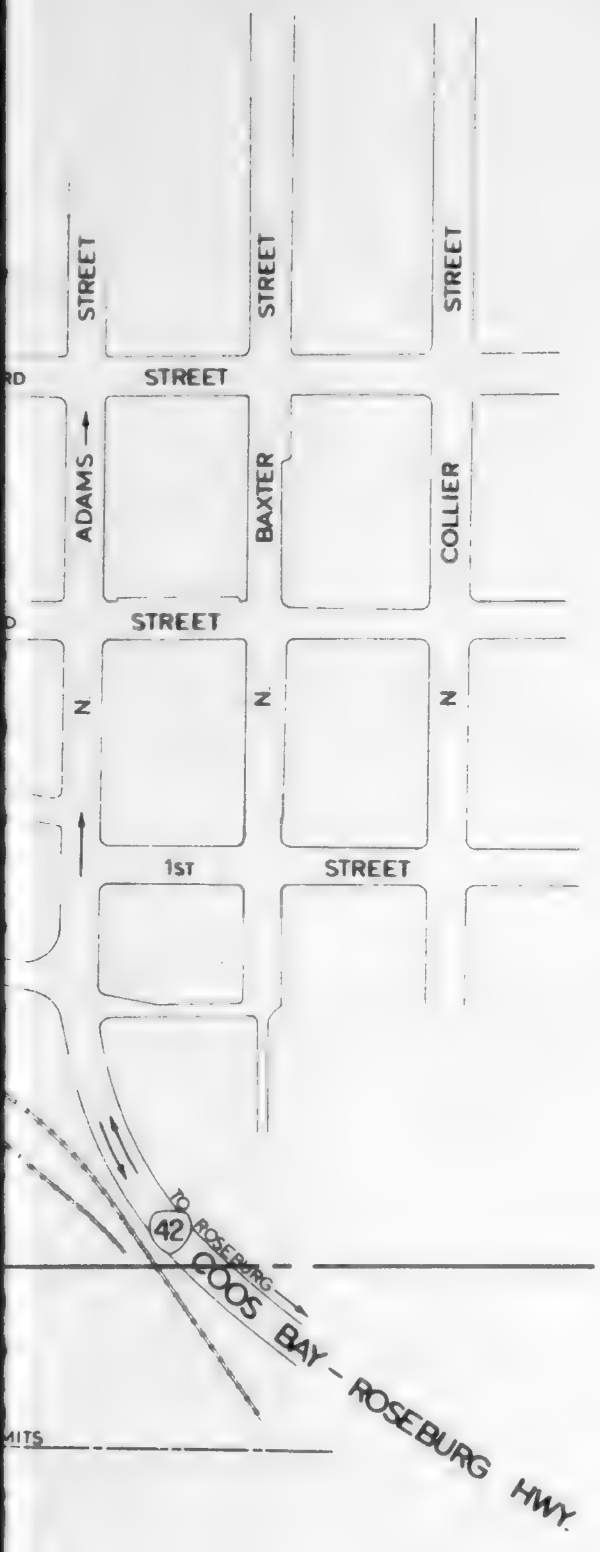
PUBLIC HEARING ....
THROUGHWAY RESOLUTION
ACCESS CONTROL ....

APPROVED: 9-14

E. S. Johnst

Asst. State Hwy. Engr., T

1R-3-1483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COOS BAY - ROSEBURG HWY.
MITS

[illegible]

ORAEGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

COQUILLE RIVER BRIDGE SECTION
COQUILLE-BANDON HIGHWAY
COOS COUNTY

SCALE: 1" = 3000' ±	DATE: September, 1983
FOR DETAILS SEE DRG. NO.	IA - 18 - 26

PUBLIC HEARING Sept. 30, 1981
THROUGHWAY RESOLUTION ADOPTED NA
ACCESS CONTROL LIMITED

APPROVED: 9-14 ,1983

Asst. State Hwy. Engr., Tech. Services Branch

.10,153

244

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

September 14, 1983

J. H. Versteeg
Road Design Engineer

Files 53612 through 53620
Coquille River Bridge (Coquille) Section
Coquille-Bandon Highway
Coos County

Attached are descriptions (9 files), an authorization and right of way prints covering right of way required for the subject project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

CON 19-1
Coquille
-31

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

11 - 17 82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-50(6)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80167

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
11/17/82

8. FEDERAL ROUTE NUMBER
Primary 50

9. STATE ROUTE NUMBER
Secondary 244

10. GENERAL LOCATION:
Coquille River Bridge (Coquille) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 11/10/82 you are authorized to proceed with the actual acquisition of file #53015 as shown on sketch mat #53015 as prepared from county assessor's map 28-13-1B at a TEC of $12,000 Federal Funds $10,578, and also once acquisition is initiated, it will proceed to completion in an expeditious manner.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
NOV 26 '82
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

Orig to
11/26

14. DATE
11/17/82

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

11-10-82 CON 19-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-50(2) Coquille

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80167

2A. COUNTY NAME Coos

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/10/82

8. FEDERAL ROUTE NUMBER Primary 50

9. STATE ROUTE NUMBER Secondary 244

10. GENERAL LOCATION:

Coquille River Bridge (Coquille) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 10/29/82 I approve the revised Preliminary Engineering Costs to a TEC of $300,000 Federal Funds $257,400.

(Increase TEC $166,000 Federal Funds $142,428)

RECEIVED
STATE HWY ENGR
NOV 17 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 11/17

14. DATE 11/10/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 19-1,
Coquille
R.
Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 10, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
80167	F-50(6)	Coquille River Br. (Coquille) PNRS #7710-2-210 P.E. PNRS #8108-2-450 EA.

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

10,153

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

NOTED
H. S. COULTER

LOC 17

7-9-82

Bud

TO: H. S. Coulter
State Highway Engineer

DATE: 9 [illegible] ~~July 2, 1982~~

FROM: Alfred Shirley
ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Coquille River Bridge Section
Coquille-Bandon Highway
Coos County

Pete Dykeman estimates a couple of months before Design Approval. Once we have Design Approval we could acquire property if we want to. — With this time frame think we should wait for design approval
HSC

This office is in receipt of a letter from a property owner who apparently is being adversely affected at this time by the proposed Coquille River Bridge. A copy of that letter is attached.

You can see from the attached map of the proposed bridge that the right-of-way taking would probably result in the Highway Division purchasing all of Mr. Weiss' holdings as the remainder would be too small to have any value. Mr. Weiss is requesting an advance purchase of this right-of-way.

I have discussed this with Neil Flanagan and he estimates the cost to purchase the property at approximately $15,000.

It is the recommendation of this office that the Highway Division abide by Mr. Weiss' request and proceed with the purchase.

as/cw
Attach.

cc Neil Flanagan

9/28/82
With Design Approval — Program Purchase
HSC

ROSEBURG REGION
RECEIVED
JUL 12 1982

NOTED
W. E. SCHWARTZ

GEO. FAE RBI ATE AA

F.Y. 1986 — 6 Yr. Program

Scott - I would recommend that we do not Comply with this request. I believe it has been our policy in the past to not honor such requests. The project is far enough in the future that changes could still be made. Project has been through corridor-design hearing but does not have design approval yet. PS&E approval is still a long way off & federal funds could not be used to purchase
WES

RECEIVED
STATE HWY ENGR
JUL 6 '82
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
SEP 22 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

To whom it may concurn-

In the past few years I have tried to sell this piece of property with two seperate listing agreements. Both times I had earnest money down to purchase the property and the deals both times have not consumated because the potential purchasers found out the state highway dept. would be condeming the property in the near future to put a bridge over it. The last time less than thirty days ago.

I have had to put a trust deed of $3000 at 25% on the property because of a financial need because the property did not sell. The person who loaned me the money would not loan me more because again it might be condemed soon. I feel that this future bridge has definatly put a financial burden on my life at this time and I hope that this can be resolved soon.

Sincerly Mark Weiss

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Oregon State Highway Division
Location Section

COQUILLE RIVER BRIDGE SECTION

COQUILLE - BANDON HIGHWAY
COOS COUNTY
June 1980

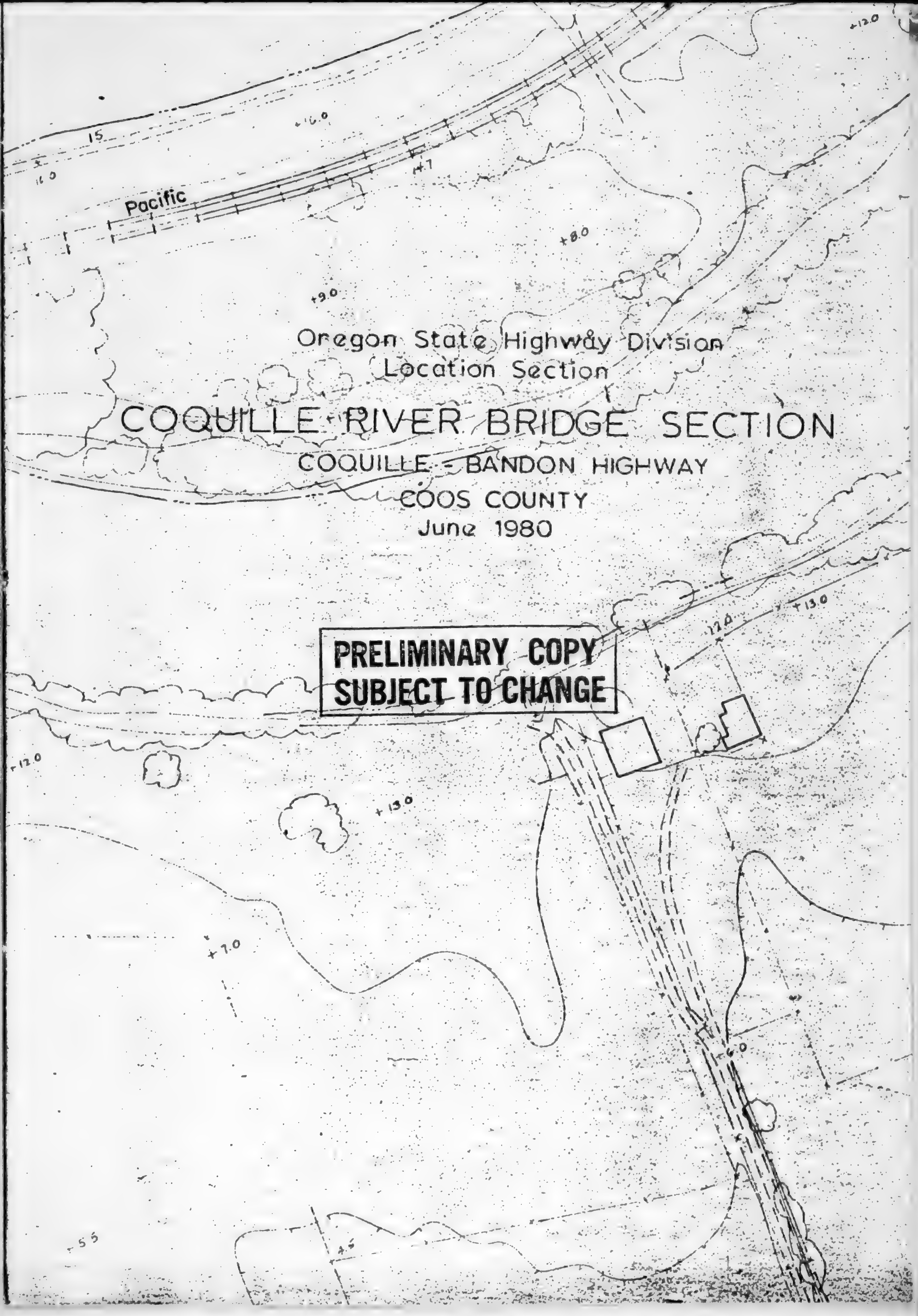
PRELIMINARY COPY
SUBJECT TO CHANGE

Oregon State Highway Division
Location Section

COQUILLE RIVER BRIDGE SECTION

COQUILLE - BANDON HIGHWAY
COOS COUNTY
June 1980

PRELIMINARY COPY
SUBJECT TO CHANGE



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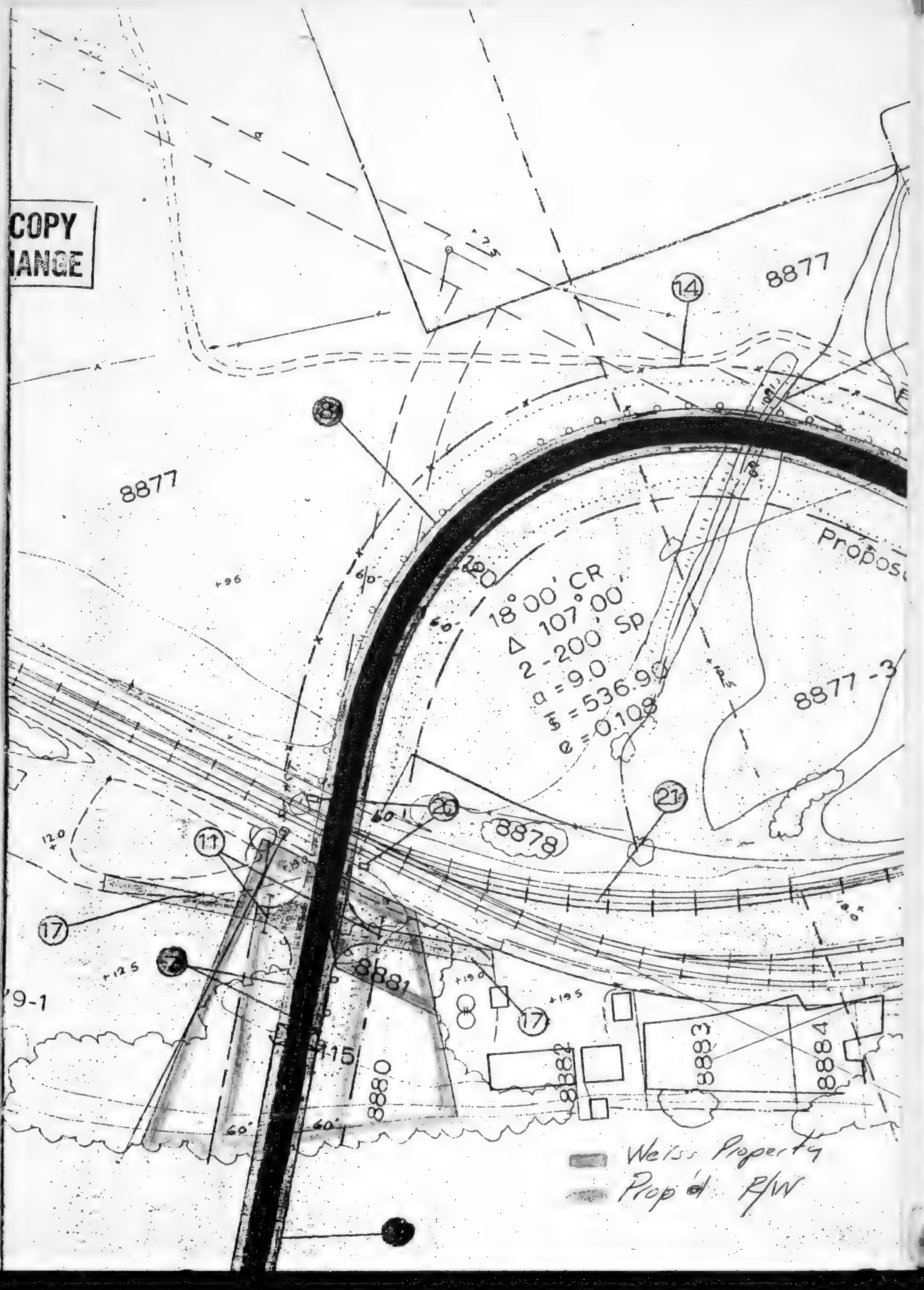
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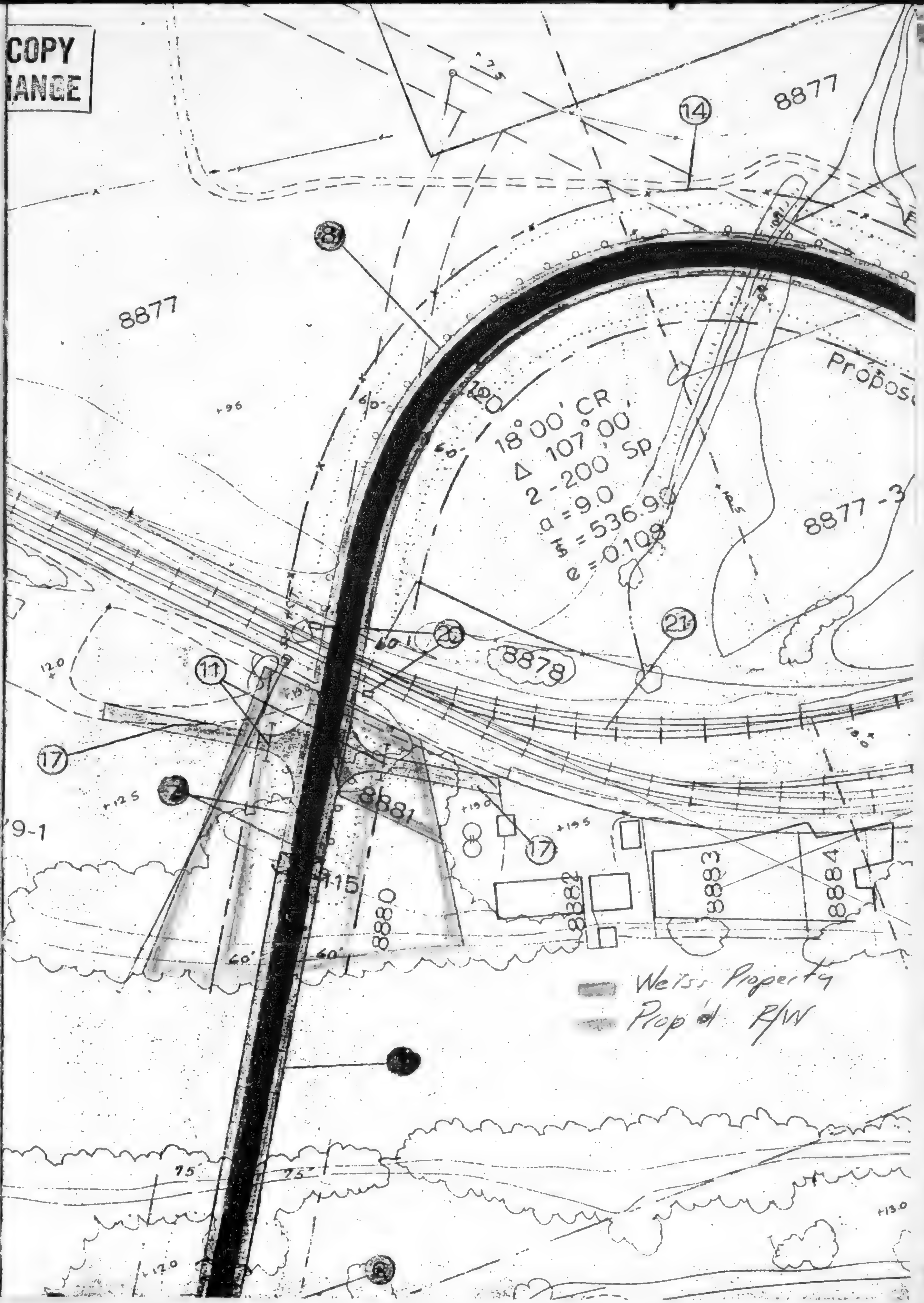
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CON 19-1 C
Coquille
R.
5 p

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

for

Oregon Project F-50(2)
Coquille ~~Coos~~-Bandon Highway
Coos County, Oregon
Coquille River Br.

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached environmental assessment.

8-30-82
Date

Ernest J. Valach
Ernest J. Valach
Program Development Engineer
Oregon Division, Salem, Oregon

Con 19.1
[illegible]
31

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-50(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80167

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/30/82

8. FEDERAL ROUTE NUMBER Primary 50

9. STATE ROUTE NUMBER Secondary 244

10. GENERAL LOCATION:
Coquille River Bridge (Coquille) Section

11. GENERAL DESCRIPTION OF WORK
PS&E preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $25,000 - F.F. $21,450
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 1/21/82.

FONSI issued 8/20/82.

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Orig
9-1

14. DATE 8/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible] 19-1
Coquille
R.
Br.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: August 24, 1982

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Revised Environmental Assessment
Coquille River Bridge Replacement
Coquille-Bandon Highway
Coos County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree, please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

8-24-82
Date

E S Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Alfred Shirley

OCM 17-1
Coquille
p.1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to File No.:
ENV 3

RECEIVED
STATE HWY ENGR
AUG 25 '82
REFER TO
FOR
Info | Inves | R/D | D. R | Sign | Act | File

August 24, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Finding of No Significant Impact (FONSI)
Coquille River Bridge
Coquille-Bandon Highway
Coos County
F-50(2)

Dear Mr. Wilken:

Enclosed is the Environmental Assessment previously approved for the subject project. It has been reviewed to reflect input received during the public and agency review period and documents the basis for project selection. I concur with the conclusion of the Environmental Assessment that no significant impacts on the environment will result from implementing the proposed project.

If you agree, please make a separate written Finding of No Significant Impact (FONSI), incorporating the Environmental Assessment, as required by 23 CFR 771.121.

Please return the FONSI when it has been signed for our use in notifying the state clearinghouse and the public of the decision.

Sincerely,

ORIGINAL SIGNED BY
GARY A POTTER

Gary A. Potter, Manager
Environmental Section

GAP:dm

Attachments

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
F. E. Terpin
D. H. Moehring
Alfred Shirley
Tom Arnold

Form 734-3122

CON 17-1c
Coquille
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 21, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Study Report
Project No. F-50(2)
Coquille Riv. Bridge (Coquille) Sec.
Coquille-Bandon Highway (SR 42S)
Coos County

Enclosed is a copy of the study report for the subject project to aid you in your evaluation to determine if the Finding-of-No-Significant-Impact (FONSI), when submitted, adequately addresses the proposed location/design.

I request authorization, after statutory requirements have been fulfilled for the FONSI, to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $25,000 with obligation of $21,450 in Federal funds.

JLG:bkc
Enc.

cc: F.E. Terpin
Gary Potter
John Grassman
General Files

Form 734-3122

Con 19-1
Coquille R.
Br
C

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 7

TO: E. S. Hunter, PE, PLS
Assistant State Highway Engineer

DATE: January 18, 1982

FROM: Frank E. Terpin, PE, PLS
Location Engineer
F.E.T.

SUBJECT: Coquille River Bridge Section ✓
Bandon-Coquille Highway
Coos County

Herewith a copy of the Hearing Study Report for subject section.

The Region 3 Engineer and Environmental Unit have reveiwed the report and agree with the recommendation.

If you concur with our recommendation, please approve the report and return it to me for further distribution.

FET:DB:ge
Attachment

cc W. N. Hackleman

APPROVED
E S Hunter
E. S. Hunter
Date 1-19-82

Contains
Recycled
Materials
81-125-1387

SP*75683-125

CONTENTS

Recommendation

Hearing Summation

Hearing Comments and Response

Project Summation

Environmental Summation

Hearing Transcript

Map

RECOMMENDATION

The Oregon State Highway Division recommends approval of the Build Alternative for the Coquille River Bridge Section of the Bandon-Coquille Highway (42S) in Coos County.

The recommended Build Alternative would include the new bridge and approaches as assessed in the Environmental Impact Statement and as presented at the public hearing for the proposal.

The following data was considered in making the above recommendation:

1) The recommendation responds to the public hearing testimony.

2) The proposal in consistent with most of the Statewide Planning Goals and Guidelines.

3) The inclusion of a roll-out span in the new structure responds to the navigational needs on the Coquille River.

4) The proposal will not encroach on Sturdivant Park, in fact, the proposal will enhance the park by providing an easier access than presently exists.

5) The proposal would have minimal impacts to both the natural and cultural environments.

6) The proposal would be compatible with an alternative being considered for the Coos Bay-Roseburg Highway reroute study.

HEARING SUMMATION

A public hearing for the proposal was held at 7:30 p.m., September 30, 1981, in the conference room of the Coos County Courthouse Annex in Coquille.

The corridor-design features of a Build Alternative and the No-Build Alternative were presented to the 41 persons in attendance.

Twenty separate items of testimony were received in response to the proposal (sixteen oral at the hearing and four letters subsequent to the hearing). All of the testimony favored the Build Alternative; however, a majority also indicated that the proposal should have a definite tie-in to a reroute of the Coos Bay-Roseburg Highway.

HEARING COMMENTS AND RESPONSE

This portion of the report is intended as a summarization and response to some of the major comments presented in testimony at the hearing.

COMMENT The bridge and north approach should be located and designed to compliment a future reroute of the Coos Bay-Roseburg Highway.

The above comment was expressed by a large number of the participants.

RESPONSE The proposal does, to the extent possible, consider a potential reroute of the Coos Bay-Roseburg Highway.

The scheduling and funding for the proposals makes it necessary that they be identified and designed as compatible though separate entities.

The subject project (Coquille River Bridge Section) is identified on the current (1980-1985) Six-Year Highway Improvement Program for construction in fiscal year 1984. The funding would be derived from the Highway Bridge Replacement Program which includes 80 percent Federal dollars and 20 percent State dollars.

The Coquille Reroute is also identified in the current program as a project approved for further development work. The development work would include: determine the location of a Coquille Bypass; complete the preliminary engineering studies; and, acquire necessary rights-of-way (if appropriate).

The subject proposal must, due to the above schedule conflicts, be located, designed and constructed as an individual project.

COMMENT The approach curves on the north side of the bridge should be diminished to reduce the right-of-way impacts.

RESPONSE Several factors enter into the location and design of the northerly bridge approach. First, the location of the bridge itself is the prime factor controlling the design of the approach. The bridge must cross the river at near right-angles in order for the proposed roll-out span to function as an opening for navigation.

Secondly, the approach, by crossing the main track of the railroad branch line, will require a new crossing permit from the Southern Pacific Transportation Company and the Public Utility Commission. Criteria considered in the crossing design and permit include: the angle of intersection between the roadway and railroad (right-angle preferred); safe stopping-sight distance approaching the crossing (determined by highway design); and, the view in either direction along the railroad tracks.

Third and last, the safe speed of the highway was used to establish the allowable degree of curvature. The proposed eighteen degree reversing curves with full super-elevation would provide a safe design speed of approximately 35 miles per hour which is acceptable in this urban setting.

Any alterations to the proposed design would decrease the safety and functional capability of the highway.

COMMENT I have seen water four feet deep on those railroad tracks right where your line crosses.

RESPONSE The Highway Division is aware that flooding has and will continue to occur at the proposed railroad crossing site, and that four feet of water could have covered the site in the past. The flooding at the crossing site is not considered of major importance since the highway south of the river would also be flooded at the same time. Therefore the utility of the highway would not be reduced.

COMMENT The curvature of the road on both the north and south approaches would isolate some acreage that will not be usable.

RESPONSE The Highway Division is aware of this situation and will consider it during the right-of-way acquisition phase. In fact, if these parcels are determined to be uneconomic remnants, the Highway Division must, by statute, offer to purchase the parcels.

COMMENT The proposal should be modified by moving the proposed bridge downstream with more of an angle to allow the approaches to connect with the existing road without encroaching on private propoerty (see map at the end of transcript).

RESPONSE The Highway Division, in the preliminary location phase of the proposal, evaluated an alignment similar to the one outlined above. During this phase, it was determined that the proposal would result in several undesirable negative impacts; therefore, it was eliminated from future consideration.

The study alignment crossed the river on an undesirable skew making it difficult and expensive to provide facilities for navigation on the river. Further, the study alignment would have resulted in a substantial encroachment on Sturdivant Park. Encroachment on park property is adverse to Federal Highway regulations which state that encroachment on public property must be avoided if prudent and feasible alternatives are available. Lastly, the study alignment crossed the railroad tracks at an angle wherein it would be difficult to provide adequate vehicular protection devices.

The alignment suggested in the above comment would cross the river and railroad tracks on a skew and would encroach on Sturdivant Park resulting in undesirable impacts at all three points.

COMMENT We need a bypass instead of a bridge; besides, a bypass can be built cheaper than a bridge.

RESPONSE A bypass would be desirable to remove through truck traffic from the streets of Coquille; however, the Coquille River Bridge also needs to be replaced. Scheduling of the projects is outlined in a previous response. The estimated cost for replacing the bridge is $3,500,000 based on present-day dollars. The cost for a bypass, as suggested by the hearing participants, could have an estimated cost almost double this amount.

COMMENT The highway should go over the top of the railroad tracks so there would not be an at-grade crossing.

RESPONSE A design with a grade separation was considered in the preliminary location of the proposal. The design, due to added impacts and costs, is not justified for the minor delays that would occur during train movements.

COMMENT The old bridge should be retained for pedestrian and bicycle use.

RESPONSE Retaining the old bridge for this type of use would be ideal; however, there are several reasons why it is not feasible. The cost of maintaining the bridge in a safe condition would be disproportionate to the probable usage. The swing span of the bridge would have to be maintained in operating condition to insure navigational requirements on the river. This then would require the opening of two bridges for marine traffic on the river. The bridge would continue to collect debris during periods of high water on the river.

COMMENT The radius of the curve on the southerly bridge approach should be reduced to lessen the impact to the agricultural lands. There appears to be no need for curvature that would accommodate speeds up to 65 miles per hour.

RESPONSE The curvature on both approaches is based on two requisites. First the placement of the bridge has to be at near right-angles to the river for a roll-out span to function. Secondly the curvative of the alignment must meet acceptable standards for a Class A2 highway. The 13 degree 45 minute curve on the southerly approach will provide a safe speed of 41 miles per hour for traffic.

COMMENT There is no need for the bridge to have an opening span as there are no boats and the piledrivers are laid down when they go through.

RESPONSE The Coquille River is identified as a navigable waterway from the Pacific Ocean to river mile 36.3 near Myrtle Point. Present U.S. Coast Guard regulations mandate that new structures over navigable waterways provide for marine traffic. Inclusion of the roll-out span feature in the bridge design responds to this requirement.

PROJECT SUMMATION

The proposal considers alternatives for replacement of the existing bridge over the Coquille River on the Bandon-Coquille Highway (42S) in Coos County.

The existing bridge is a through-truss, swing-Span structure built in 1921. Vehicular traffic on the bridge has 17 feet 8 inches horizontal clearance and 14 feet 9 inches vertical clearance which are both considered substandard for present and future traffic volumes. Marine traffic on the river has about 100 feet of horizontal clearance and about 20 feet of vertical clearance at low tide when the bridge is closed.

The bridge, due to its age and ravages of weather, requires constant and expensive maintenance and repair. In addition, the bridge is posted for one-way traffic for trucks and buses adding to the potential for traffic accidents.

A Build Alternative and the No-Build Alternative are being advanced as alternatives for the proposal.

The No-Build Alternative would retain the existing substandard bridge along its present alignment. Normal maintenance to the highway as well as maintenance and repairs to the bridge would be possible with this alternative.

The Build Alternative would provide a new concrete bridge about 1,400 feet downstream from the existing bridge. New left and right bank approaches to connect the bridge to the existing highway and a modification to Fish Trap Road would be provided.

The facility for vehicular traffic would be a two-lane roadway and 12-foot travel lanes and 6-foot shoulders except that Fish Trap Road would have 4-foot shoulders.

Marine traffic would be served by inclusion of a roll-out span in the bridge. This will provide 40 feet of horizontal clearance with about 20 feet of vertical clearance in the closed position.

The alternative would also include all other entities involving construction of a new bridge and highway.

The map at the end of the report depicts the Build Alternative including that portion of the existing highway that is to be removed.

ENVIRONMENTAL IMPACT SUMMATION

This portion of the report is intended as a brief summary of the impacts associated with the Build and No-Build Alternatives. Additional impacts are outlined in the hearing transcript as well as in the Environmental Assessment prepared for the proposal.

Traffic Services

The level of service on the existing bridge (No-Build Alternative) will decrease as traffic volumes increase in the future. The potential need for frequent and possibly extensive repairs on the bridge would further decrease the capacity and safety of the highway.

The present designation of one-way traffic for trucks and buses increases the potential for accidents. As above the possibility of frequent and extensive repairs on the bridge could further detract from the safety of the highway user.

The Build Alternative would provide a facility capable of serving present and future traffic volumes. The improved wider roadway would also decrease the accident potential.

Marine traffic would be served by either alternative as the existing bridge has a swing span and the proposed bridge would have a roll-out span.

Economic Impacts

The No-Build Alternative has the potential for creating several adverse impacts.

The need for one-way truck traffic on the bridge results in time delays. This situation would worsen as traffic volumes increase in the future. The potential for restricted weight limits in the future could result in out-of-direction travel for persons transporting goods to and from market places. The potential for frequent or extensive repair work on the bridge could create additional time delays to highway users.

The Build Alternative would result in several economic benefits in that monies spent on wages and materials to construct the bridge would enhance the economic climate of the area. Time delays inherent to the existing bridge would be eliminated resulting in additional economic benefits.

An adverse impact would be a reduction of the tax base as private property is concerted to public right-of-way. This loss, however, would be minimal resulting in a very minor impact.

Right-of-Way Impacts

The No-Build Alternative would not require the acquisition of additional right-of-way, therefore, no direct impacts would occur.

The Build Alternative would require conversion of about 10 acres of private property to public right-of-way. This would include about six acres of agricultural land, one acre of industrial land, and three acres of other types of land. One business would require relocation.

Natural Environment Impacts

The No-Build Alternative, by not requiring any new construction, would not have any impacts on the natural environment. There could, however, be some future impacts if the bridge were to require any major repairs.

Construction on the Build Alternative would result in minor impacts to riverine habitat (removal of trees and brush), floodplain, agricultural lands, and wetlands. There would also be a minor impact to water quality in the Coquille River as bridge construction takes place. This impact would be minimized by limiting the time that in-water work can take place as well as other mitigative measures in the contract specifications.

Cultural Environment Impacts

The No-Build Alternative, by continuing the one-way truck traffic on the bridge, would impede access across the river. Continued bridge repairs or imposition of restricted load limits could further impede ready access across the river. Each delay or out-of-direction travel would result in an economic loss to roadway users.

The Build Alternative, with a new bridge, would provide ready and unrestricted access across the river. Marine traffic on the river would be served by inclusion of the roll-out span.

There would be a minor reduction in the assessed value of the tax base as private property is converted to public right-of-way. However, impacts to the areawide land use and the local economy would not be significant.

Noise and Air Quality Impacts

Noise impacts on the No-Build Alternative would not change except for a slight increase in the level as traffic volumes increase in the future. Air quality, while presently being good, would be degraded somewhat as higher numbers of vehicles are impeded by the one-way truck traffic on the bridge.

Noise impacts on the Build Alternative would be similar in level as those for the No-Build Alternative, however, the impacts would affect a different area with the change in location of the bridge. Impacts to several homes along the present highway would be reduced while noise levels at Sturdivant Park would increase. The park is not developed at the present time, therefore, the impacts would be minimal and future development can be planned to mitigate the higher levels.

Air quality with the Build Alternative should improve as the traffic would not be impeded as presently occurs on the existing bridge.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

September 30, 1981
7:30 p.m.
Coos County Courthouse Annex Conference Room
Coquille, Oregon

RE: Coquille River Bridge Section
Coquille-Bandon Highway
Coos County

MR. JAMES GIX: Good evening ladies and gentlemen. It's now about 7:35 p.m., and I think everybody that's coming is coming, so it's time for this hearing to begin. My name is Jim Gix. I am the Region Construction Engineer with the State Highway Division. My office is in the City of Roseburg.

At this time, I'd like to introduce the people at the table with me. At my immediate left is Neil Flanagan. Neil is the Right of Way Supervisor for Region 3. On my immediate right is Frank Morrison. Frank is a Resident Engineer with an office in the City of Coquille, and Mr. Morrison will most likely be the Resident Engineer in charge of the field survey for this project.

To my far right is Tom Arnold. Tom is from the Environmental Section at the Salem headquarters where the Environmental Assessment was prepared. (There were approximately 41 other persons in attendance.)

Has everybody had a chance to fill out these cards? I hope so. If you desire a transcript of this hearing, even though you may not be giving testimony, we will send you a copy of the transcript if you turn in a card, since we need your name and address and mailing address.

The transcript is a verbatim record of what is said here tonight and for that reason, if you are going to give testimony, we ask you to come to the microphone here at the center so we can make an accurate recording.

The formal hearing this evening covers the corridor features of the Coquille River Bridge Section of the Coquille-Bandon Highway in Coos County. Informal sessions were held yesterday and today in this room with State Highway Division engineering and right of way people who were available to discuss the design elements of this section. They will be available after the hearings if you have any real detailed questions you want to ask. These hearings are conducted in accordance with the United States Department of Transportation, Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 5, which is dated December 30, 1974.

I would like to announce at this time that additional statements or exhibits may be submitted within 10 days from this hearing. They should be sent directly to the Commission Services, Transportation Building, Salem, zip code 97310. I will repeat that again before the evening is over so you'll have a chance to write it down.

I would like to advise you that after the evaluation of the statements included in the transcript of this hearing, information developed concerning the proposal will be available for public inspection and copying in the State Highway Building in Salem. A copy will also be available in my office in Roseburg.

There may be some of you who were unable to attend the informational sessions and, as I said earlier, if you have questions our people will be available after the hearing to discuss the project with you. I think most of our - Dennis is in the back here, and we have a couple of fellows over here that will be able to help you.

This project will be constructed under the provisions of the Federal Surface Transportation Assistance Act, and these funds are provided on a sharing basis with 80% Federal Funds and 20% State Funds under the terms of the Act. The 80-20% is the rules for the funding for the Highway Bridge Replacement portions of the Act under which this bridge is covered. The Coquille-Bandon Highway is a part of the Federal Aid Primary Highway System.

I would now like to ask Frank Morrison to briefly describe the proposed project. Frank.

MR. FRANK MORRISON: The proposal being considered is the replacement of the present substandard bridge across the Coquille River on the Coquille-Bandon Highway (42S) in Coos County.

Before I describe the proposal, I would like to present a brief description of the existing bridge as well as a brief description of the alternatives that are evaluated in the Draft Environmental Assessment for the project.

First, the existing bridge, which is a through-truss, swing-spanstructure, was constructed in 1921 and due to its age requires continued and expensive maintenance. Vehicular traffic on the bridge has 17 feet 8 inches horizontal clearance and 14 feet 9 inches vertical clearance which are both considered substandard for present and future traffic volumes. Marine traffic on the river has about 100 feet of horizontal clearance and about 20 feet of vertical clearance at low tide when the bridge is closed and unlimited vertical clearance when the bridge is open.

Secondly, the Draft Environment Assessment considered and evaluated three Build Alternatives and a No Build Alternative. Two of the Build Alternates, one upstream from the existing bridge and one near the existing bridge, are not being advanced for further consideration. As outlined in the Assessment, these two Alternatives have outstanding environmental impacts, excessive construction costs and are not compatible with a reroute of the Coos Bay-Roseburg Highway. This then leaves a downstream build alternative or the No Build Alternative for consideration.

The No Build Alternative would retain the existing substandard bridge along its present alignment. Normal maintenance to the highway as well as maintenance and repairs to the bridge would still be possible if a No Build Alternative is selected for project approval.

The Build Alternative is generally outlined on the hearing map which is located on the walls. The area shaded red indicates the new construction, and the area shown in green indicates areas of roadway, including the existing bridge, that would be removed.

The Alternative would include a new concrete bridge located about 1,400 feet downstream from the existing bridge; about 1,920 feet of new approach road on the left river bank; about 1,900 feet of new approach road on the right river bank; and about 910 feet of roadway to connect Fish Trap Road to the highway system.

The new bridge and approach roads would be a two-lane facility having 12-foot travel lanes and 6-foot shoulders. The connection to Fish Trap Road would be a two-lane facility; however, it will have 12-foot travel lanes and 4-foot shoulders.

Additional construction features on the left bank would include access to abutting properties, as required, and connections to the portions of the existing highway that would be left in place to serve as access to Fish Trap Road and the boat launching site. Additional features of the right bank approach would include a connection to Sturdivant Park, drop arm gates and signals at the railroad track crossing, and revision of a railroad spur line.

Marine traffic on the river will be served by inclusion of an 80-foot roll-out span in the new bridge. This will provide 40 feet of horizontal clearance, about 20 feet of vertical clearance in the closed position and unlimited vertical clearance in the open position.

Other aspects of the alternative include seeding and mulching of fill slopes; riprap along the fill slopes, as required; signing and lighting to protect the public during and after construction; and any other entities associated with highway construction.

Before closing, I would like to add that while the Highway Division is proposing advancement of only one Build Alternative, testimony on the other two Build Alternatives as well as any other alternatives will be accepted and will be considered in selecting an alternative for approval.

MR. GIX: Thank you, Frank. I will now ask Neil Flanagan to talk about the right-of-way aspects of the project and the relocation assistance program that is available.

MR. NEIL FLANAGAN: Thank you, Jim. The right-of-way acquisition for the project will be under my supervision out of our Roseburg office. We have a staff of Right of Way Agents specifically trained to be able to evaluate and acquire rights of way for public projects. The public has the inherent right to be able to convert private property to public use and it is our aim to make this transition as painless and as easy as possible. We do it by a process of individual contacts, explanation of the process as we go, and payment of just compensation for all properties acquired.

The steps of the process are generally outlined in this green handout sheet (Form Rev. 12-77). If any of you are interested, we have some at the back table. If we're out, why we have more and I invite you to take one.

Briefly explained, the process requires an appraisal made by the acquiring agency, the State, based upon the market value concept what comparable properties are bringing on the open market. Right at the moment that's a little difficult with the market as it is but nothing seems impossible. Compensation is generally determined by an evaluation based upon the condition of the property as it is when the process begins. Also, we take into consideration what condition the property will be in when the project is completed. The difference is the amount of money you are entitled to receive.

We must pay for all elements of value. Land, improvements, timber if there is any, landscape items, and in addition there could be a loss in value to the part that remains because part of it is converted to highway use.

Following appraisal we make negotiating contacts. During these personal interviews we discuss the elements of value, how it was determined, what we believe you are entitled to receive, and anticipate your acceptance of our offer.

There is one thing I would like to mention. It is necessary for the property owner to feel that he is being well treated and fully compensated before he accepts our offer to purchase. The process follows the signing of an option and a deed of conveyance by the property owners. After title is cleared and the transaction is completed, then the property owner is paid. Between agreement and payment, probably four weeks will lapse. The State does all the closing, that is the actual elements of the closing. Deductions can be made for mortgages or liens or other encumbrances that are on the property that is being acquired. The State will withhold the money and send it to the interested parties, the other holders of interest.

When the Right of Way Agents make an offer to you it is not as you would expect in an open market real estate transaction where you are dealing through a broker. There are no deductions for commissions, there are no deductions for escrow fees, there are no deductions for title policies, nothing of that nature. The money offered is what you will receive.

Following the purchase process, this purchase step, then we get into relocation. On this project there will possibly be one relocation, a business. Special assistance will be offered, finding alternate locations, explanation of benefits available to that operator, which will include expenses for finding a substitute location. There are limits in the number of dollars that can be spent, the actual cost of moving from the present location to the new operation, or what is known as an in-lieu payment. If no substitute location can be found, the owner can accept a lump sum payment. The limit is $10,000, the minimum $2,500. It is determined based upon the average of the last two calendar years' incomes, as reported on your income tax, and again the limits are $2,500 to $10,000. At the time the actual relocation takes place, advisory assistance will be offered on the best approach for the individual operators. If moving, the payments will be based upon actual expenses. Under relocation there is no element of profit nor compensation for the land or buildings acquired. If it should develop that the land is held by one individual and the building is owned by another in our acquisition process we will to the property owner make one offer which will consist of payments for both land and buildings. It will then be up to the property owner and the building owner to reach agreement on who gets what portion of the pie.

For this project there are no residential relocations. Therefore, no housing study has been made. The one business relocation may be difficult because of a limited supply of equally desirable structures and locations. For this project, we anticipate that the right-of-way acquisition will require a period of about twelve months which should give adequate time to appraise, negotiate, and relocate the one business.

There are some points that I should make. Number one, no property owner occupying property will be asked to move until the compensation to purchase that property has been received by the property owner. Now each individual is entitled to ninety days' notice from the time of our first negotiating contact, or thirty days' possession after the money is in hand. Now the money in hand can come from a deposit in the court if we are in extreme disagreement as to the amount of compensation you are entitled to receive. There is a condemnation procedure that can be implemented and in the unfortunate circumstance that that should occur the process generally is the State will deposit money into court, that money can be withdrawn by the property owner after it is deposited and before the actual trial and at some future date a trial will be held and a jury will be asked to arbitrate value. Now in court cases you're talking about money primarily. In this acquisition program all the State/Federal laws will be followed. Every individual is entitled to equal treatment irregardless of national origin, race, sex, religion. Everyone will be treated equally. I believe those of you who are property owners on this project will find that your State Highway Division has well qualified people who are personable, pleasant, interested in your welfare, and will handle the acquisition process in a very straightforward and acceptable manner.

If there are questions about the right-of-way program, either before the project begins or during the process of our purchase, by all means feel free to contact me. My name again is Neil Flanagan and I am with the Highway Division in Roseburg. Thank you. (Pamphlet referred to is available at 1058 W. Harvard, Roseburg.)

MR. GIX: Thank you, Neil. I'll ask Tom Arnold to briefly describe the environmental aspects of the proposal.

MR. TOM ARNOLD: My name is Tom Arnold and I am with the Environmental Section of the Department. We have prepared an Environmental Assessment, which documents the physical and cultural impacts of the project on the area. The document has been available for your study and comment, and we hope that you have been able to look it over.

I will summarize the major project effects. As Frank had said earlier, we had originally looked at three corridor locations for the project.

First, the corridor that is proposed at this hearing, which is an alignment to the west of the existing bridge as shown on the maps around the room.

Secondly, we had looked at an alignment that was immediately adjacent to the existing structure, just to the west of it.

And finally we had looked at an alignment that went to the east of the existing structure and would have terminated at the Main-Adams Couplet downtown there.

The latter two alignments were dismissed from further study and were not advanced to the hearing because of their greater adverse impacts. Alternative 2, the alignment adjacent to the existing bridge, would have cost an additional two million dollars over the preferred alternative. It would have displaced five homes. And its connection with the proposed Coquille Reroute would not have been as compatible as the preferred alternative.

Alternative 3, the easternmost alignment, would have also had several undesirable features. It would add another roadway to the Main-Avenue "T" intersection which would require conflicting traffic movements. Secondly, the roadway approaching the intersection from the west would be on an unavoidably steep grade due to the difference in elevation of the intersection and railroad tracks. This area is the crossing of the railroad main line and the spur. Unavoidable train switching movements would create lengthy delays for highway traffic. The left bank approach would substantially impact the parking lot at the boat launching site, and finally the new roadway at the intersection would displace two businesses.

So the decision was made to pursue only Alternative 1 in light of the clearly greater adverse impacts of the other two alignments.

The following remarks address the major impacts of Alternative 1, the alternative advanced in the Environmental Assessment for this hearing.

By providing a 37-foot wide roadway, the new structure will provide a safe crossing adequate to handle existing and future traffic over the Coquille River. In the open position it will provide unlimited vertical clearance and 40-feet of horizontal clearance, which is adequate for the limited navigational needs of this stretch of the Coquille River.

Direct right-of-way impacts of the project will include the following:

1. There will be six parcels of land taken, including one business displacement resulting from the acquisition of a portion of a parking lot.

2. Conversion of pasture land to public right of way.

3. Impacts to riverine habitat between the existing highway and railroad tracks.

4. The taking of a total of 6.8 - excuse me, 6.7 acres of agricultural land, 1.3 acres of land in industrial use, and 3 acres of land that are vacant or currently in roadway use.

The project will result in additional impacts. Impacts to water quality will include elevated turbidity, lowered oxygen levels, and downstream sedimentation during construction. There will be disruption of fish and other aquatic life. There will be disruption of local water-related recreation during construction. There will be erosion from fill slopes and increased roadway runoff. Mitigation measures to alleviate all of these impacts are described in the Environmental Assessment.

The project will fill in 6.3 acres of wetlands and encroach on 7.7 acres of floodplain, changing local flow patterns in the river to a minor extent.

As for noise, the build alternative will reduce the number of impacted residences from 5 to 0, and that of course is because the alignment is shifted away from the homes on the existing highway. Both the Build and No Build Alternatives result in noise impacts to the motel at the north end of the existing bridge.

That summarizes the major impacts of the project. I would encourage those of you who wish more details to pick up a copy of the Environmental Assessment and to provide us with your comments and concerns. Thank you.

MR. GIX: Thank you, Tom. We are now down to the point and the primary reason for being here tonight. The most important part of this meeting, and that is you people's input into the proposal. I would remind you once again if you want to get a copy of the transcript to turn in a card and we will call on the people who gave us a card to make statements. If somebody wishes to change their mind and didn't elect to make a statement, when all the rest of the people are done you'll have another opportunity. Now if you're going to make a statement, I ask that you come to the podium where the microphone is and if you'll do that we'll get a better recording and a better transcript and also much quicker.

The first card I have is Patti Strain.

MS. PATTI STRAIN: I'm Patti Strain, City Manager for the City of Coquille, and I commend the Highway Department on the route that they've chosen. I feel like of the three alternatives that is the very best one because it is compatible with the proposed reroute.

I do have a couple of concerns about the approach on the north side of the bridge. I feel like the curve that is in there could possibly be diminished and be closer to the railroad right of way so as not to impact that field quite so much and also the first time around when you're building this, you would be going through Mr. Haley's building down there and that area then would be ready to receive the reroute as it goes through Coquille without abandoning the north side of that curve.

Also, I would be concerned that when the reroute is under the planning stages that it not come too close to the Sanford Heights residential area and if we use the curve as it exists now, I believe that you would be swinging north very close to that residential area.

But all in all, I think you have a very good design there and the City of Coquille needs this and we encourage that you build it as soon as possible. I was down at the bridge yesterday and some of the timbers down there don't look too good and I think if you speed up your construction stage, it might be a good idea. Thank you.

MR. GIX: Thank you, Patti.

MS. STRAIN: No, I don't have anything - I don't have anything else.

MR. GIX: Okay. If you do have something when you come up that you want just to put into testimony, why you can leave it with us.

MS. STRAIN: I believe there is - yes, there is a letter here from the Coos Bay Local Teamsters Division that they wanted presented, and so if that can be read into the testimony later maybe.

MR. GIX: Thank you.

MS. STRAIN: Thank you.

MR. GIX: The next card I have is Harry A. Slack, Jr.

MR. HARRY A. SLACK, JR.: Gentlemen, I'm here basically because of the third and no-construct alternative, but for that I probably wouldn't be here. I've lived in Coquille all my life and I'm quite familiar with that bridge and its approaches and accidents and things that have happened down there over the years and I'd like to tell you about a few of them.

The bridge is basically unsafe and I don't think that's news to you. It's particularly unsafe on those two south approaches, the one that turns south and goes to Bandon and the one that turns easterly and goes out to Arago.

Over the years, my own personal recollection of accidents, cars going through that railing, I would say conservatively at least five have gone through that railing and two in the last year. And I'll tell you about one of those.

I happened to be at the boat launching site when I heard a noise up there last - it was either January or February. And I went up there and the valley was flooded and whether you people realize it or not, that those approaches - the lower ends of those approaches sometimes will be under flood waters and there's lots of flood water will stand and remain underneath those two southerly approaches.

A small car had lost control on some ice on those approaches and it was in the middle of the morning and the sun had been out for a long time, it was a clear day. It was a small car, it was a Toyota or a Datsun, and I know the lady and a car went through the railing and it took out I think at least four of the posts that are on the railing, on the easterly railing.

I'm going to mark this thing and I'll put - leave it as an exhibit (see end of transcript for map). I'll put an "x" right where this happened and where I've seen that railing broken many times before. And that railing I think is either 6 x 6, or 8 x 8 posts, and there was no rot in that railing but I couldn't tell you whether they were white cedar or whether they were fir posts, what they were. But that little Toyota is a car that a strong man could lift either end of it off the ground I'm sure, and she was going at a low rate of speed she says, she was on her way to church, and lost control on the ice and that little car went right through that railing, took out at least three and I think four posts, and the railing with it as if the railing wasn't even there and landed in the water down below and the water was about three feet deep. The day before it probably would have been 4½ feet deep and that lady would have drowned, I'm sure, because the car was upside down.

But the railing on that bridge is just an absolute fraud as far as the - as far as actual safety is concerned to any car using that bridge and there's day after day after day that those approaches are frozen and they have ice on them every winter and spring and in the fall. So if for that reason alone this new bridge should be constructed.

The width of the existing bridge is frightening. It doesn't frighten me too much because I've been over it time and time again. But if I have my boat on behind or anyone that's ever taken a boat or a large trailer across that bridge or a truck with any width to it at all, if something else is coming you don't know whether you're going to make it or not. You never do until you are through there and the scrappings on the side of the corrugated iron that channel the vehicles through there will attest to that. I mean they are just covered with scrapes and gouges.

I often wondered when I go over that bridge or walk out there when the flood is on and the current is just racing underneath those approaches, particularly the southerly part of the bridge, and the dike road on to Bandon is still open, whether or not those - you can't see whether there's been any damage or anything in the way of a safety factor occurring to those supporting structures underneath that bridge when the water is up there. The water is muddy, not clear, you can't see a thing and it makes you wonder, you know, whether it's really safe for vehicles to use it and they do use it. That's about all I have to say about the safety of that bridge and for that reason alone this thing ought to be - the new bridge should be constructed.

I agree with Patti Strain about the location. I've marked on this map what I think the location should be and I guess I couldn't be recorded if I stepped up to your maps or your aerial photo.

I think that the approach on the north side of the river going south should continue westerly on a line that's parallel to - I believe it would be the Southern Pacific right of way. That route would go through City-owned property that has a leased structure on it and I don't know what kind of arrangements could be made with the lessee of that property, but it would not involve much private property and I think the City of Coquille would be extremely reasonable to deal with on that and that way the roadway would then follow closely to the Southern Pacific right-of-way area and would give you a straight approach to a continuing route north connected with Highway 42 north of town. And that seems to be probably the only real logical route to follow if there is to be a reroute.

The way it's designed there would almost have to be an intersection there of some sort, and I'm certain that with a four-lane highway on the south of Coquille on 42, and with a four-lane highway on the north not all the way into Coquille but within four or five miles of Coquille, that that - if there was a reroute it would be a four-lane highway and it could not take good advantage of this design that you have because you're going to have it out farther into the floodplain.

Now, I've seen water four feet deep on those tracks right there where it crosses. I've seen water up in boxcars on those railroad tracks. So you've got to, you know, I don't know what your plans are for that area, apparently it's going to be a rail-level crossing. I just assumed that you went out in that field to raise the road bed up to clear the railroad track but I found out tonight you didn't do that and that's why I thought that it was necessary to have that design, but with a four-lane coming in and carrying through Coquille between Coos Bay and Myrtle Point it seems logical to keep that close to the railroad. The ground there is substantially higher next to the railroad track because it's closer to the river bank. It's substantially higher than it is out in the field and it would be, as Mrs. Strain says, it would be less of an annoyance and less burdensome to property, residential properties, close by between there and where you'd connect north of town.

Now if you did that, the way you have the curve approach on the north and on the south, you've isolated some acreage there that probably was not included in your estimate of how much would be involved in the taking. Now I don't know whether you have proposed underpasses underneath there so that - that is a single ownership on both sides inside the loops and the old highway. I believe that's a single ownership. And you're going to get involved with some severance damage there because that farmer is not going to be able to use that. He's not going to be able to use it, you know, as an economic unit in conjunction with the rest of his property because he'll have no access to it.

So if you follow close the right of way on the north side you're not going to get involved with that sort of thing and if you do that you can cross - you could bring your bridge downriver slightly, just slightly, maybe only a hundred feet from the looks of this map, or one hundred fifty feet, and then you'd be on City property again. And you would not be involved in any right of way costs there, and your bridge could cross the river at almost the same angle in relation to the river as it does now and you would swing in the dike road on the south side - you'd swing into that road on the north side of the river and again you'd eliminate a lot of road building and you'd eliminate isolating a parcel of that other owner's land because I'm sure you're going to have to pay those people for doing that. And you could eliminate all that. I don't know what the theory was in the way it's designed now, but in my opinion it's not as reasonable as what I've just suggested.

I'm going to mark this with my initials and I've outlined on my map what - how I think that the location should be. I agree generally with the location of it. I think it's excellent, but I don't agree with the design of the approaches and the large amount of property you're going to be taking, and the property that you're going to be severing from the other larger parcel. Thank you.

MR. GIX: Thank you, Mr. Slack. We'll sure look into your suggestions. The next card I have is for Bob Pierce.

MR. BOB PIERCE: My name is Bob Pierce, I'm Mayor of Coquille. I've got to agree with Harry to a point. I think by maybe angling the bridge downstream a little bit more, or least the south side of the bridge, cut it in, you'd do away with your swings that you'd have to make out into that - to the pasture would affect the residential areas a little bit less and also by extending it a 100 feet downstream would be on city-owned property again. Possibly not even have to do an awful lot with the Haley building. You know how much clearance there is between there and the railroad tracks, whether there's enough to get the right of way or not.

But I do have a resolution signed by the Common Council of the City of Coquille. I'd like to read this unless you'd like to just take it and read it into it later.

MR. GIX: That would be fine if you'd like to go ahead.

MR. PIERCE: Just leave it or read it?

MR. GIX: No, just read it.

MR. PIERCE: Okay. It's a Resolution of the Common Council of the City of Coquille Supporting the Relocation and New Construction of the Coquille River Bridge.

Whereas, the Federal and State Departments of Transportation have recognized that the Coquille River Bridge is a 60 year old narrow outdated structure, and

Whereas, the State Highway Department, at the request of the East-West Highway Committee, has placed the Coquille Bridge replacement and the Coquille Reroute on the Six Year Plan, and

Whereas, the relocation and replacement of the Coquille River Bridge and connecting roadway is the first major step in the Reroute Plan;

Now there it be resolved that the Common Council of the City of Coquille commends the State Highway for their design and the bridge relocation and urges the construction as soon as practical, and it's signed, the 30th day of September, by the Common Council of the City of Coquille. Thank you again, gentlemen, for your consideration.

MR. GIX: Thank you, Bob. The next card I have is for Bruce Blew.

MR. BRUCE L. BLEW: Gentlemen, excuse me I'm a little hoarse tonight. My name is Bruce Blew and I am a member of the East West Highway Committee and also the Citizens Highway Advisory Committee, and if that isn't bad enough, I'm also a truck supervisor for Roseburg Lumber Company.

I realize that what we're talking about here more is the bridge rather than the proposed Coquille Bypass, but I'd like to express my thoughts on both if I may at this time.

I assume that the location of the bridge is predicated on the possibility of a bypass that eventually will go past Coquille and follow this same route and the location of the bridge is very much important to the connecting up with this road should it go through. I'm sure that you're not at liberty to make any conjectures on where the road will go or what will happen there but I still see - if this carries on in the easterly direction as it does - some sharp curves and going through part of town unless it turns right where the other access to the bridge is and cuts across behind all those buildings and comes out by Georgia-Pacific somewhere. On the other hand, I assume that big curve is so that that can also join up and go on and meet Highway 42 headed west.

I've appeared at many of these hearings and always I like to get in a little plug for rerouting the highway around Coquille. I know that the trucks are a nuisance by sheer numbers, the 90-degree turns are extremely hard on our vehicles, they're hard on the trailing arms on our trailers because of the spread axles and we feel that we represent a certain danger to pedestrains and traffic as well in making these 90-degree turns in going through town.

I'm sure that also the noise and the dust that we raise must be a considerable problem to the business people in Coquille.

As you know, also, we have to pass two schools in the route that we now go and hopefully in the future those will be - or the highway will not go by them.

We feel that we would save a little time by the alternate route if one is eventually put in and also would save time by a bridge across the Coquille River, as proposed here, in that we do a lot of hauling as far south as Gold Beach along the coast and Bandon that comes up the highway and currently we're having to go clear up to, can't remember the name of the cut-off road, to cut through.

MR. GIX: Beaver Hill.

MR. BLEW: Beaver Hill Road, right, Beaver Hill Road where we could come up old Highway 42 and save a lot of time. With the lumber market like it is, we're very much cost-conscious and we're doing everything we can possibly do to save every mile and every dollar that we can so that we can stay in business and certainly that would help us a lot. As more of the mills shut down in the area, we're hauling hog fuel and shavings from further away to keep our plant at Dillard running.

I appreciate very much the help we've gotten from the Highway Department, as far as maintenance - hasn't anything to do with what we're talking about tonight, but we've found the Highway Department to be very receptive and we appreciate very much the opportunity to express our views here tonight. Thank you.

MR. GIX: Thanks for coming, Bruce. Okay. The next name I have is Bob Roberts. That's you.

MR. BOB J. ROBERTS: I just wanted to submit a letter too. I'm in the process of moving into this area from Myrtle Point but it takes a little time.

MR. GIX: Okay. At his request here, I'll read the statement:

> Department of Transportation Planning,
>
> It is my understanding that Coquille is of the reputation of the "city" with the most fouled up, congested streets for it's size of any city in Coos County.
>
> In any event, I am hopeful that the new bridge will be considered in the realm of a first step in eliminating the city's existing problems, not a final step! The new bridge under such a proposed guideline is an excellent beginning.
>
> Bob J. Roberts
> Box 124A, Sitkum Route
> Myrtle Point

MR. GIX: The next card I have is for Amzy Mintonye.

MR. AMZY MINTONYE: Am I supposed to talk to this?

MR. GIX: Yes, that's fine.

MR. MINTONYE: So far, I haven't heard a word that's been said in here today so what I say won't have any bearing on what has been said - it wouldn't have any bearing on what I say. I've been in Coquille probably longer than any of you. I came here in 1909; I've seen the - took care of the stages - run over the hills and I know I've seen the highway develop - P. M. Hall-Lewis if any of you remember him was the first engineer. He laid out Highway 101, laid the corners so flat that they couldn't go on with a trot - with horse and buggy.

So I've seen a lot of mistakes in this country and my father operated this bridge when it was first built for several years and now there's no need of that bridge being swung. You could lock it up permanent because there's no boats, your piledrivers are laid down when they go through. We don't need to keep that bridge in operation anymore than keep it straight. We don't need it for logging trucks to cross, heavy trucks to cross, because we got the highway going up to 101 from Beaver Hill. There's less adverse on that road and they can make better time. It's two or three miles shorter, you fellows know better than I do, but it's quite a bit shorter than it is down the river.

And there's no use putting the heavy trucks over this river road and tearing it to pieces because it'll stand up for years for the farmers and light loads, and I see no reason for changing that bridge.

I appreciate the fact that the Highway can build some beautiful bridges. I was in Portland two days in the last two weeks and I've seen plenty of nice bridges. But I don't see all these flourishes here, you know, reminds me of a penman that makes all the flourishes. There's no reason for having all this dipping around there and coming off the highway there, that costs money.

Another mistake that the Highway made was when they come from Coaledo in here and they had a survey in 1941 and the surveyors set in our shop and worked on their maps while we relined their brakes and tuned their motor for two days. And that survey come in from Coaledo down from Budd Mountain right down to 4th Street and it took the buildings out of the south side of Front Street and went on up to - down to the mill, across the Fish Trap and down that way. That is the way they had it laid out then. But that would have been a mile and a half shorter from here to Coaledo, a little over a mile and a half, Rob the Engineer told me, and we went out over that. I had a forty up there and it went right through the quarter section of it and Hazen had another one down the other way. It would have cost them not a thing for the property. There wouldn't have been any flagmen. This other way there was five people killed that I know of, gas tanks and stuff torn off, and that's the way they operated.

I sold the Ford garage and built out here at the edge of town, the ARCO Station, and I had to threaten to close the highway in order to get my driveways put in. They didn't have a deed for the property that the highway was on so they got a man down here and he walked back and forth and - for three hours and he finally gave me - or he said we'll give you driveways if you'll sell us some property. I said I won't sell it to you, I'll give it to you. No, we can't take it that way. So they got it for a dollar a front foot and took 30 feet and then they gave me the driveways. He knew all the time he could do it but I put the driveways in because it was too muddy and they couldn't get their equipment in to do it.

But anyway what I was here for, we need a bypass instead of a bridge and the Highway's got maps and stuff that I've taken out, pictures that I've taken out there and discussed with them, and the

Highway Engineer agreed that it looked good and all but it would be about six years before they even think about starting on it.

If they think they can build a bridge cheaper than they can put a bypass in, I think they're mistaken. I'm not a Highway Engineer but then I've seen a lot of it done and one thing that I've suggested to them is not to try to go out through the bottom with a fill but to get an agreement to go against the railroad, then they'd only have to put in a bulkhead on the one side and follow that railroad down and cross through there and they can put that in for less than they can build a bridge, that's for sure. Especially if you're going to make all these flourishes. Have you got any questions? You can have a good laugh anyway.

MR. GIX: Now, one thing that I should add for clarification as far as the money that's being spent on the bridge -

MR. MINTONYE: The what?

MR. GIX: As far as the money that's available, we can only spend it on a bridge. It's a different kind of funding that's available, and we may sometime later have money for the bypass but right now we do have it for the bridge.

MR. MINTONYE: That's something that a lot of us feel that is wrong because if they'd rob Peter and pay Paul a little bit why you can get a lot of good things done around the country. But if you have to wait until the money is there for certain projects, why you're going to wait a long time.

MR. GIX: Thank you. The next card I have is for Loren Haley.

MR. LOREN C. HALEY: I'm Loren Haley and I'm one of the Haley's that own the shop down there, and I come down here with some questions but I think Mr. Flanagan answered most of them. The only thing is that I would like to find out if the State would figure that our shop - what I mean - the shop and the parking area has to go together, and if the right of way goes the way it's lined out there we would lose all of the right of way and the right of way would go right up against the corner of our shop. And although I think we would - what I mean - we'll be the - one of the largest losers if it goes through there we're still not - we're still all for it because I think it's a real good thing for the City.

But that - after Mr. Flanagan told us how the land and the property would be taken care of, why that's about all that I had. But if there's anything that we can do to help get the right of way and whatnot going, why we're certainly willing to help on that.

MR. GIX: Okay. We appreciate your comments. There is always the possibility that we'll be doing a little bit of tuning with this alignment because that's one of the possibilities after this hearing.

MR. FLANAGAN: Excuse me, Mr. Haley, I'll be here after the meeting and I would be happy to discuss in some detail with you.

MR. HALEY: Pardon?

MR. FLANAGAN: When the meeting's over, if you'd like to wait a minute I'd be happy to discuss that in some detail with you.

MR. HALEY: Okay. Thank you.

MR. FLANAGAN: Thank you.

MR. GIX: The next card we have is for LeRoy Swinney.

MR. LeROY SWINNEY: I'm Roy Swinney, a five year member of the Coquille Council, and I've been in Coquille most of my life. I had to change my speech a little bit, I was going to get up here and say I concurred with everything that's been said but I've got to go against my old friend Amzy here. Just can't quite concur with some of the things he said.

I really like what I see tonight and what I've heard over all the meetings I've gone to in the five years I've been on the Council, cause this really sounds good and looks a lot better. I know that what some of them are talking about - the different things and taking a little bit too much land and so forth is a problem but I'd like to take you back to 1941.

At that time this bridge was inadequate and we thought we were going to get a new bridge. The fact is it was pretty much in the map stage. We had two good barges on the river, we was going to barge that river - bridge as I remember down to Riverton. We'd have had a bridge down there for years to come and a road across there which we don't have now, but the road was supposed to come in like it's probably thought about now out towards Douglas Fir and so forth. But as I remember, the Chamber of Commerce, the businessmen, oh no, they wanted all that traffic right down through town, so we've been fighting it ever since. So I hope to heck you go ahead with what you've got.

MR. GIX: I thank you. The next card we have is Bob Mason.

MR. BOB MASON: I'm Bob Mason, a representative of the East West Highway Committee tonight. Gentlemen, it's repetitious but I have to mention that the old bridge certainly does need replacing. It's very narrow and the approaches are unsafe and the railroad crossing has been a difficult thing to work with all these years, and I'm really disappointed that we're going to continue to have it with the design that you have in the new bridge. I was hoping that the highway might go over the top of the railroad tracks so that we wouldn't have a railroad crossing. That is one disappointment in your design and I would have to concur with the suggestion that perhaps the bridge could be angled a little bit more so that the turns weren't quite so wide, it seems would be appropriate.

The old bridge has trapped debris underneath it in times of high water in the past, and that's been a danger too. I don't know whether there's been any studies regarding the costs of maintenance and repair, and so forth, if the No Build Alternative was to be accepted but I'm sure that that would be considerable. If you did not build a new bridge the cost to the Highway Department over the years would be up in the hundreds of thousands of dollars, I'm sure, in maintaining the old bridge, so it'll be some saving there if the new bridge is built.

The connection to the reroute, as you've heard by previous speakers, is very important to the people of Coquille. We're looking forward to the time, at least most of us are, that the heavy traffic, particularly the commercial traffic, will reroute around the business section in town. It's difficult even walking along the sidewalks, when some of these big trucks go by they just about take you with them along with all the debris and the dirt and sometimes the rain and muddy water.

One point while I'm on that part of the subject, it seems to me that the Transportation and Highway Department could do a little bit better with the sidewalks on the highway through town. They're too close to the traffic, and they're too narrow, and they're dangerous particularly for school students that use the walkways between town and the high school daily, and if you notice sometimes when you're driving along there behind a large truck, a chip truck perhaps, that if you notice some people walking along the sidewalk they'll see the truck coming and they'll take two or three paces to the right even off of the sidewalk until the truck goes by because it is really a terrible thing to put up with.

I would suggest that the Highway Department consider revamping and rebuilding some of the sidewalks along that highway between now and the time that we hopefully have the new reroute through Coquille. It would be a big help.

I have a report from the East West Highway Committee that I would like to read to you, and this is addressed to Bud Shirley, we thought that Bud would be chairing the meeting, but -

The East West Highway Committee strongly endorses the proposed relocation and new construction of the Coquille River Bridge on 42S. The proposed relocation conforms with plans for the reroute of Highway 42 through Coquille. The proposed bridge construction and relocation will replace a nationally recognized hazardous bridge and will be a major step to reroute the overall hazardous configuration of highway traffic through Coquille.

The proposed corridor and project design will satisfy public health, safety, and welfare needs and will have beneficial environmental consequences.

We strongly urge you to proceed with greatest dispatch to complete the proposed bridge relocation and reconstruction so that the overall objective of the 42 reroute through Coquille can be closer to realization.

Thank you for the opportunity to review your proposals and for the opportunity to advise you of our support for the proposal.

Bob Mason
East West Highway Committee Representative

Thank you, gentlemen.

MR. GIX: Thank you. Now Bob, Bud would have been here tonight but he was called to a meeting in Salem and they're getting their instructions on how we're going to hold the Six Year Plan meetings which will be right here in this room in about a week I think. The next card I have is Cal Heckard.

MR. C. W. HECKARD: Mr. Chairman, I've got a bad voice here too, so I'll have to put up with that. This is also addressed to Bud Shirley. First I have a letter of transmittal saying that this resolution was adopted unanimously by the Coos-Curry Council of Governments. It's Resolution No. 81-3 entitled:

COOS-CURRY COUNCIL OF GOVERNMENTS
RESOLUTION SUPPORTING THE RELOCATION AND
NEW CONSTRUCTION OF THE COQUILLE RIVER BRIDGE ON
HIGHWAY 42S IN COQUILLE

WHEREAS, the Coos-Curry Council of Governments has recognized the need for improved east-west transportation links as a primary regional priority; and

WHEREAS, the Coos-Curry Council of Governments has recognized Highway 42 as a prime critical transportation link for the South Coast economy and that improvement of Highway 42 is long overdue; and

WHEREAS, the Coos-Curry Council of Governments unanimously and strongly endorsed the position of the East West Highway Committee that the Oregon Transportation Commission address the need for and expeditious processing and planning to facilitate actual construction of a Highway 42 reroute around the City of Coquille; and

WHEREAS, the Coos-Curry Council of Governments recognizes the fact that the relocation and new construction of the Coquille River Bridge on Highway 42S in Coquille is a major step toward the completion of the reroute;

NOW, THEREFORE, BE IT RESOLVED, that the Coos-Curry Council of Governments unanimously and strongly supports the relocation and new construction of the Coquille River Bridge on Highway 42S as an integral part of the need for a reroute of Highway 42 around the City of Coquille.

Executed this 17th day of September, 1981.

Donald K. Buffington, Chairman

Thank you.

MR. GIX: Thank you, Cal. The next card I have is from Jerry McCue.

MR. JERRY McCUE: I'm Jerry McCue, I'm the Fire Chief for the City of Coquille and also for the Coquille Rural Fire Protection District, and I'm here to support a bridge for without a bridge you will effectively reduce the fire protection for the south end of our district to almost nothing. While you were working on the old bridge, they put a ten-ton limit on it and our tanker could not cross without special permission, so we think we would like some type of bridge whether it be a new one or whatever. Thank you.

MR. GIX: Thank you. W. N. Shockley.

MR. W. N. SHOCKLEY: Gentlemen, my name is Bill Shockley and I represent Canasia Coal Company. Canasia has taken the position that we support a new bridge across the Coquille River, not only because it's needed by the community and all of Southern Oregon, but because it will expediate our operations in this area.

We also strongly support the bypass proposition that you'll be coming up with hopefully very soon because there again it's needed by Canasia and also Southern Oregon. Thank you very much.

MR. GIX: Thank you, Bill. The next card I have is Everett Grimm.

MR. EVERETT A. GRIMM: My name is Everett Grimm and I am for the bridge, we need it very dearly, and the only thing I have in a negative comment would be, I can't see why we have to have that - so wide of an "s". If it can be shortened down, that's the only negative thing that I have.

MR. GIX: Thank you. I know one of our designers is back there taking all this in. The next card I have is Jack Dunham.

MR. JACK B. DUNHAM: Good evening gentlemen. I'm Jack Dunham, District Manager for Pacific Power and Light Company in this area, and I would like to read a letter addressed to the Oregon Highway Division, Salem, Oregon:

> Gentlemen:
>
> Thank you for the opportunity to testify on the Coquille River Bridge Project.
>
> The Coos County Economic Development and Coordinating Committee is a group of business, industrial and professional people appointed by Coos County Commission to study the economic problems of Coos County and propose programs aimed at the solution of those problems.

For years we have recognized the highway transportation system giving access to Interstate 5 was inadequate and have urged early completion of all sections of Highway 42. The Coquille reroute section remains as one of the principal bottlenecks and this project, with its connection to the Bandon Highway (42 South), is one part of that Coquille reroute section.

We urge early initiation of right-of-way purchases and programming of the construction work. The project is needed for easier traffic flow from Highway 42 across the Coquille River to 42 South, replacing the antique, narrow, dangerous bridge that is presently serving. The project will also add some dollars to the local economy through additional jobs which would be helpful at this time.

Very truly yours,

Jack Dunham
Member of CCEDCC

MR. GIX: Thank you, Jack. The last card I have is for Les Walker. Has he left? Okay. Now I had some other cards here that didn't state whether they wanted to make a statement or not. Frank Black, do you wish to make a statement?

MR. FRANK BLACK: No.

MR. GIX: Okay. Dennis Mateski.

MR. DENNIS MATESKI: I would like to say I represent a group called Concerned Citizens of Coos County and we are in support of the new bridge.

MR. GIX: Okay, and I also had an Alfred Esch from Concerned Citizens.

MR. ALFRED R. ESCH: I'll voice my support too, thank you.

MR. GIX: Thank you. All right, that's all of the cards I had of people that indicated they wished to make some comments. Once again, if you wish to make a written statement why you just have to send it to the State Highway - or the State Transportation Building in Salem, 97310, within ten days. Is there anybody else who wishes to make a statement? If not, why I'll declare the meeting closed then. (Adjourned at 8:43 p.m.)

October 6, 1981
851 1st Ave.So.
Coquille, Ore. 97423

TRANSPORTATION COMMISSION
Room 121
Transportation Bldg.
Salem, Or. 97310

Sirs:

We were unable to attend the public hearing regarding the proposal for a new bridge over the Coquille River at Coquille and while we are in accord with the decision that a new bridge is needed, we would like to submit a plea to retain the present one.

Since this is a much used access for recreational purposes such as walking to the little boat ramp; to fish, to hike and to ride bicycles out Fishtrap Road, it would be a deprivation and an inconvenience to the local people.

Would it be feasible to restrict the use of the old bridge to pedestrian and bicycle traffic only by placing concrete abutments in the middle of both approaches? By thus rendering it impassable to motorists, it would provide a much safer route to the area mentioned. Of all the surrounding areas, we believe this to be the most pleasant for hikers and especially bicyclists inasmuch as most of the route is level but with just enough grades as one goes out Fat Elk Road and on to Arago to make it pleasurable.

We are "senior citizens" and find it most enjoyable to ride our bicycles this route which adds up to about 20 or more miles. We see many other cyclists, so this is not just our particular wish to keep the old bridge.

Thank you.

Mr & Mrs. Ross Chatelain
Mr. & Mrs. Ross Chatelain

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PEOPLE
SERVING
PEOPLE

THE CITY OF COQUILLE

October 8, 1981

Oregon Department of Transportation
P.O. Box 1128
Roseburg, Oregon 97470

Re: Coquille Bridge Replacement
(Highway 42 S)

Gentlemen:

I would like to submit this letter to reaffirm and reinforce some of the statements I made at the public hearing last Wednesday, September 30th.

We all know the best solution is an overpass to cross the railroad and fields but that probably is not as economical as the state would like. If the ideal is not possible - then I believe the person driving over the bridge from South to North should reach a stop sign approximately 100 feet North of the railroad tracks. At that point there should be an intersection planned that will receive four lanes of traffic. The four lanes going East from that intersection would follow the curve of the Northernmost railroad spur - the new road would eliminate the Eastern end of that spur - and tie directly into the west end of main street.

This plan would set the stage perfectly for the reroute to be designed. The reroute design would follow the railroad right-of-way on the North side - from the new intersection - (with Highway 42 West) - as far as possible before the swing is made across the open field to Roseburg Lumbers log pond and the tie in with Highway 42 North.

I appreciate the money problems all governments and individuals are having. But I believe the present structure to be unsafe even though several thousand dollars has been spent recently on repairs to the approaches. Your construction schedule should not be any further away than the 1984-85 fiscal year. Even that length of time may cause more money to be expended to maintain a totally inadequate structure.

Respectfully,

Pattie Strain

Patti Strain
City Manager

PS:cm

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OCT 12 1981

EQUAL OPPORTUNITY EMPLOYER

587 North Elliott Street
Coquille, Oregon 97423

October 9, 1981

ROSEBURG REGION
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OCT 12 1981

Alfred Shirley, Jr.
Regional Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Thank you for sending me the copy of updated 6 Year Highway Plan. It not have any surprises in it. Much as I would like to see some of the hazardous sections of Highway 42 eliminated, I cannot see spending money we do not have.

The purpose of this letter is mainly to say what I did not say at the hearing in Coquille a few days ago. I usually have something to say, possibly too much, and so in the interest of time I decided to refrain from vocal comments and try the written ones instead.

The proposed replacement of the Coquille River Bridge is logical because of its deterioration. A new bridge is bound to be built sooner or later. The sooner the better if the continued cost of construction is to go higher and higher. I would strongly urge that everything be done to align the new structure with the proposed re-route.

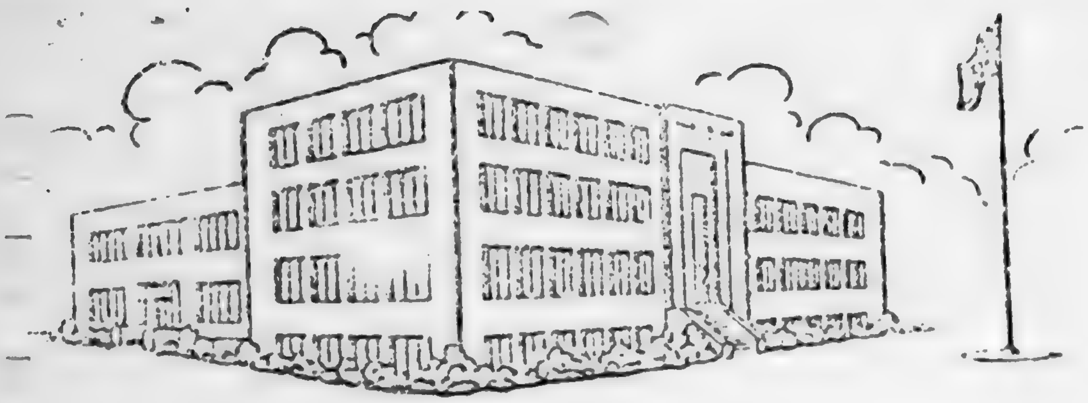
You know whether the new bridge is justified from a traffic standpoint. I do not. It does not seem to me that there is that much traffic. You have spent a considerable sum so far in repairs and does seem to be foolish to spend any more if the bridge is to be replaced. You could put in $500,000 repairs and have $3,000,000 for the much needed re-route. Ah! But the money can't be used for anything but the bridge. This is the law.

It burns me beyond description when I am told that something cannot be done. Laws can be changed if only the right people with the will to make the change pursue it with diligence. I have no influence but there must be people here, in Salem or in Washington who can make their voices heard in protest to a system that says you have to spend the money for a bridge when the needs of the local community demand a re-route. No wonder people are fed up with beaucracy.

I hope I have the privilege of seeing you on the 14th of October.

Sincerely yours,

E. P. McKean-Smith
E. P. McKEAN-SMITH



County of Coos
BOARD OF COMMISSIONERS
COOS COUNTY COURTHOUSE
COQUILLE, OREGON 97423
Phone: 396-3121

R. A. "Bob" Emmett
Jack L. Beebe, Sr.
Ed "Doc" Stevenson

ROSEBURG REGION
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October 8, 1981

Oregon Department of Transportation
P.O. Box 1128
Roseburg, Oregon 97470

RE: COQUILLE BRIDGE REPLACEMENT (Highway 42S.)

Dear Sirs:

We have examined your proposed alignment of Highway 42S and the replacement of the Coquille River bridge, and we would like to offer the following comments.

First, we would like to express the opinion that the "no-build alternative" is not a realistic option! The old bridge must be replaced. We note that the proposed alignment of the approach on the north side of the bridge would eventually connect with a preliminary alignment for the proposed Coquille re-route, when it is built. We appreciate that the re-route is not the issue being addressed in this hearing. However, since the two projects are so closely interrelated, we feel compelled to make a recommendation relating to both projects.

The preliminary alignment for the re-route would have two adverse effects which we feel could easily be alleviated. First, it would divide a large field and make the remaining area between the road and the Southern Pacific Railroad less usable. At the same time, it would pass so close to a residential area in the City to the east of Roseburg Lumber log ponds that it would cause considerable noise and inconvenience. We feel that an alignment which runs as close as possible to the railroad should be considered. It would also then be possible to move the road further from the residential area.

At the same time, we would like to recommend that the approach to the bridge be designed to link with this alignment. We strongly recommend looking at an overpass junction where the approach to the bridge would pass over the railroad track and the future Highway 42 re-route. This alignment would have less of an impact on agricultural land and operations, and would also reduce noise impacts on nearby homeowners. At the same time, the County

Roadmaster is of the opinion that the area of agricultural land taken by the curve on the south side of the river could be reduced by decreasing the radius on the curve. This would at the same time, avoid the high cost of the rock fill that would be needed for the road bed, while using the existing structure to the maximum. There appears to be no need for such a wide radius curve which would accommodate speeds of up to 65 mph in the Roadmaster's opinion.

We have discussed this matter with the City of Coquille officials and they are in full agreement with this approach. We realize that these are two separate projects and that this approach would mean committing to a certain alignment for the re-route. But we feel that in the long run this will be a better project. Reducing the impact on agricultural land and operations would also help to gain acceptance for the Exception to the State-wide Planning Goals which we understand you will be drafting. We will do our part by including language in our Comprehensive Plan in support of the re-route.

Thank you for this opportunity to comment. We would appreciate your response to this proposal, and hope that we can arrive at a final alignment that is satisfactory to everyone. We look forward to seeing a new bridge and we continue to give our strongest support to the much-needed Coquille re-route.

Sincerely,
COOS COUNTY BOARD OF COMMISSIONERS

Chairman

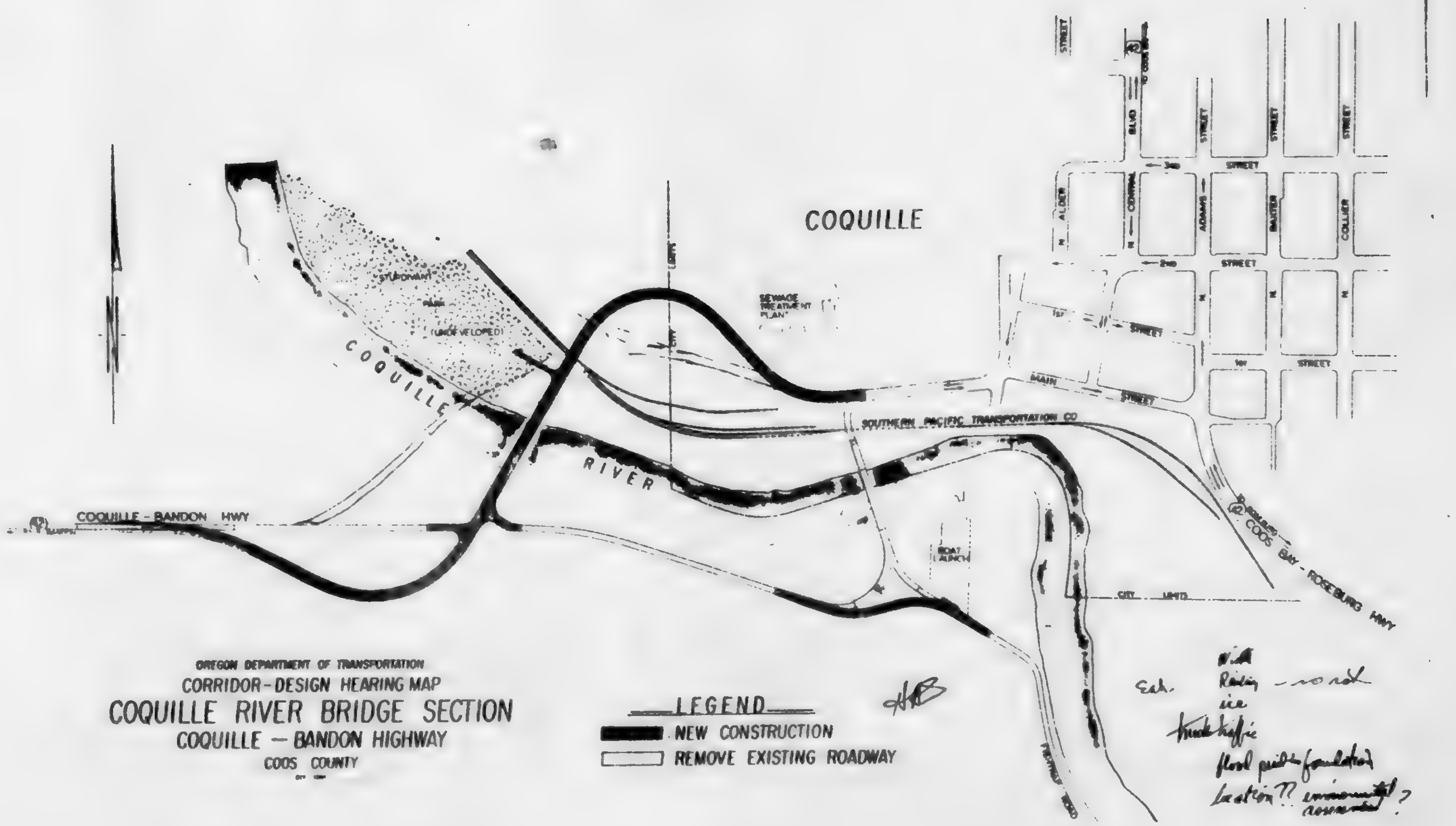
Commissioner

Doc Stevenson
Commissioner

BOC/PQ/cah

cc: City of Coquille
Bill Grile, Planning Director
Red Clark, Roadmaster
file

Alignment proposed by Harry A. Slack Jr.


COQUILLE
N ALDER STREET
N CENTRAL BLVD
ADAMS STREET
BAXTER STREET
COLLIER STREET
2ND STREET
1ST STREET
MAIN STREET
SEWAGE TREATMENT PLANT
STUDIVANT PARK (UNDEVELOPED)
COQUILLE RIVER
SOUTHERN PACIFIC TRANSPORTATION CO
COQUILLE - BANDON HWY
TO ROSEBURG 42 COOS BAY - ROSEBURG HWY
CITY LIMITS
BOAT LAUNCH
FISHTRAP ROAD

OREGON DEPARTMENT OF TRANSPORTATION
CORRIDOR-DESIGN HEARING MAP
COQUILLE RIVER BRIDGE SECTION
COQUILLE — BANDON HIGHWAY
COOS COUNTY

LEGEND

- ▬ NEW CONSTRUCTION
- ▭ REMOVE EXISTING ROADWAY

HB

Est. Width
Railing — no rail
ice
truck traffic
flood path foundation
location?? environmental assessment?

-27-

TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN, AND HELPERS
AFFILIATED WITH JOINT COUNCIL NO. 37 OF AMERICA
Local No. 57

MAIN OFFICE
711 Shelley Street
Springfield, OR 97477
746-6500

HUGH E. PERKINS
Secretary-Treasurer

BAY AREA LABOR CENTER
3427 Ash, North Bend
P.O. Box 356
Coos Bay, OR 97420
756-2559

September 29, 1981

State Hiway Commission

Dear Sirs:

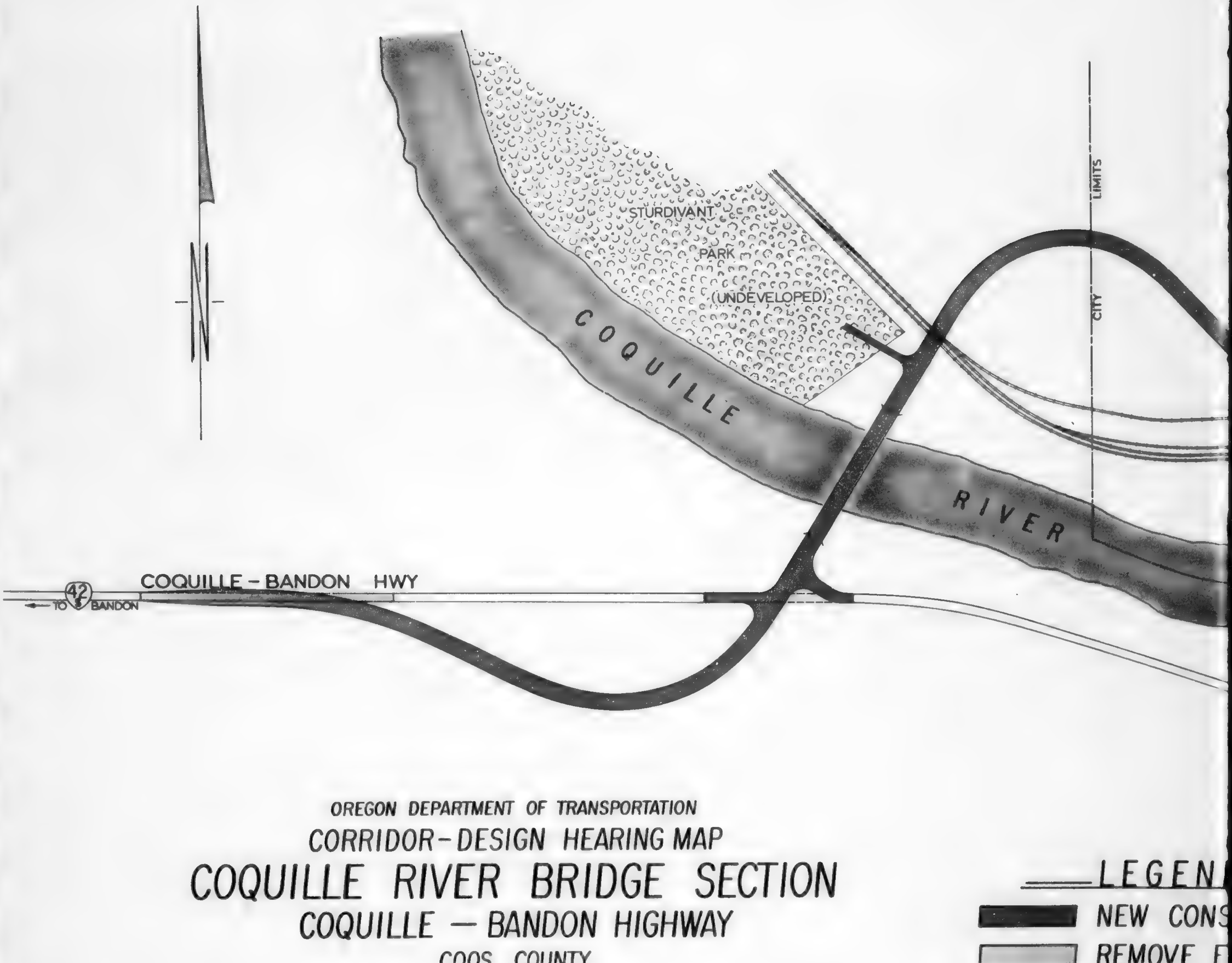
Teamsters Local 57 is in full support of the proposed hiway change of Hiway 42 near Coquille, Ore.

We feel that the proposed new bridge over the Coquille River is the first vital step in insuring us a chance to get an improved hiway to Interstate 5.

This could lead to the re-employment of the hundreds of people that are laid-off in our area.

Sincerely,

Don Fenn
Teamsters LU#57
Coos Bay, Oregon


N
STURDIVANT
PARK
(UNDEVELOPED)
COQUILLE
RIVER
CITY
LIMITS
COQUILLE - BANDON HWY
42
TO BANDON

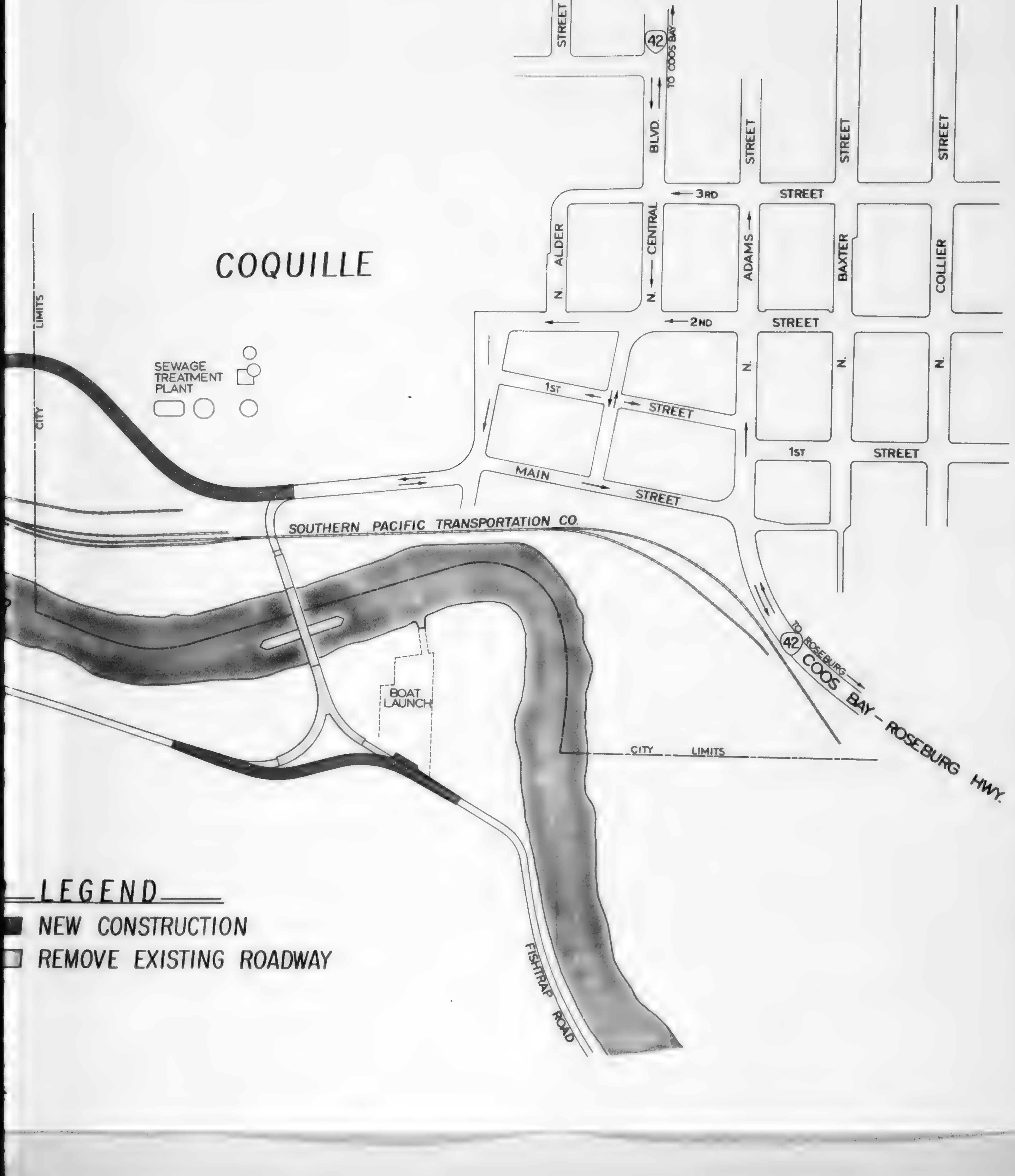
OREGON DEPARTMENT OF TRANSPORTATION
CORRIDOR-DESIGN HEARING MAP

COQUILLE RIVER BRIDGE SECTION

COQUILLE — BANDON HIGHWAY
COOS COUNTY
OCT 1980

LEGEN

■ NEW CONS
▨ REMOVE E


COQUILLE
STREET
42
TO COOS BAY
BLVD.
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COLLIER
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SEWAGE TREATMENT PLANT
CITY LIMITS
1ST
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1ST
STREET
MAIN
STREET
SOUTHERN PACIFIC TRANSPORTATION CO.
BOAT LAUNCH
TO ROSEBURG
42
COOS BAY - ROSEBURG HWY.
CITY LIMITS
FISHTRAP ROAD
LEGEND
NEW CONSTRUCTION
REMOVE EXISTING ROADWAY

1985 Coquille River Bridge (Co- 10,153
quille) sec. of Coquille-Bandon Hwy.
(Grading, paving & structure) #1

CON 19-1
Coquille

NOTED
E. S. HUNTER

Copy
11,013
9477

OREGON STATE HIGHWAY DIVISION
LOCATION UNIT
STATUS REPORT

CITY OF COQUILLE
COOS BAY - ROSEBURG HIGHWAY
COQUILLE - BANDON HIGHWAY
COOS COUNTY

DECEMBER 1981

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
COM
LOC 2

TO: E. S. Hunter, PE, PLS
Assistant State Highway Engineer

DATE: December 14, 1981

FROM: Frank E. Terpin, PE, PLS
Location Engineer

SUBJECT: Status Report
City of Coquille
Construction Projects

A delegation including Major Robert Pierce of Coquille wishes to discuss the Six-Year Highway Improvement Program with the Transportation Commission at their meeting in Salem, December 15, 1981.

Brief descriptions are included of the three projects in the City of Coquille that may be of interest to the delegation in discussion with the Commission.

FET:VAB:ge
Attachments

COQUILLE REROUTE
COQUILLE BYPASS
COOS BAY - ROSEBURG HIGHWAY
LENGTH 1.7 MILES
ESTIMATED CONSTRUCTION COST $8,000,000

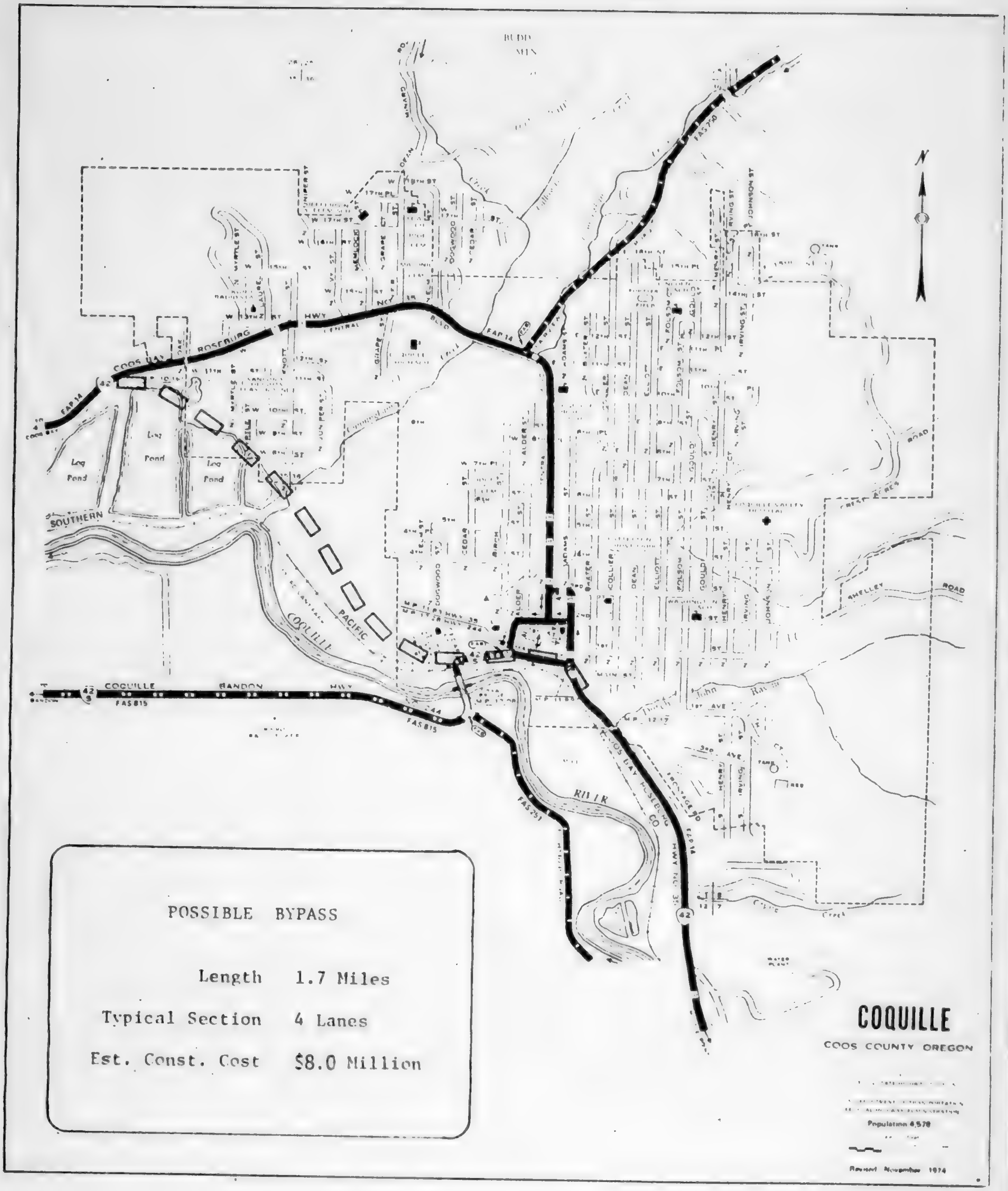
NARRATIVE

The proposed Six-Year Highway Improvement Program now under consideration has been revised from "no work at this time due to lack of funding." It will now be proposed that preliminary engineering study be continued in order to determine the location of a bypass and the necessary right-of-way limits. It is also proposed that this study include the development of the Environmental Impact Statement.

To date, preliminary engineering has been limited to a reconnaissance projection and estimated construction costs for the bypass. Also being considered on a reconnaissance basis are proposals that will improve the capacity of the existing facility.

A sketch map of the possible bypass is attached.

12/81


COQUILLE
COOS COUNTY OREGON
Population 4,578
Revised November 1974
N
BUDD MTN
COOS BAY ROSEBURG HWY
FAP 14
FAS 730
Log Pond
Log Pond
Log Pond
SOUTHERN PACIFIC
COQUILLE RIVER
COQUILLE BANDON HWY
FAS 815
FAS 251
COOS BAY ROSEBURG HWY
SHELLEY ROAD
CREST ACRES ROAD
42

POSSIBLE BYPASS

Length	1.7 Miles
Typical Section	4 Lanes
Est. Const. Cost	$8.0 Million

COOS BAY - ROSEBURG HIGHWAY @ 10TH STREET
CITY OF COQUILLE
FIVE-PHASE SIGNAL - WIDEN
ESTIMATED CONSTRUCTION COST $120,000

NARRATIVE

Installation of a five-phase traffic signal with pavement widening is currently listed in the approved Six-Year Highway Improvement Program for Highway Improvements for construction in 1983.

The proposed program under consdieration does not anticipated any change for this proposed improvement.

12/81

COQUILLE RIVER BRIDGE #598
COQUILLE - BANDON HIGHWAY
LENGTH 0.3 MILES
ESTIMATED CONSTRUCTION COST $4,035,000

NARRATIVE

Engineering studies are nearly completed for replacement of the existing bridge over Coquille River on the Coquille-Bandon Highway. Public hearings have been held and a Study Report is being prepared recommending a new structure be constructed on new alignment, having a roll-out bridge design, downstream from the existing structure.

This project is currently listed in the Six-Year Highway Improvement Program for construction in 1984. Due to insufficient State Highway funds to match available Federal Aid monies, it is anticipated that this project cannot be contracted.

12/81

Nov. 12 '81

Oregon Dept of Transportation

Amzy Mintonye 97423-0594

I received a copy of the recording of the Coquille bridge issue on Sept. 30th which I attended with out my hearing aid so it was all new to me, including some of my remarks.

I believe you will aggree some of the enthuseasm was generated by the thought of some jobs for local people.

As I contended at the meeting the present bridge could be locked in a stationary position and a load limit placed on it and it would with some care last another 40 yrs. It might become as popular as the old covered bridges as a tourist attraction.

Speaking of covered bridges; When I was a youngster my Father and I was standing on one in Ill. when a medium sized dog came trotting accross, Father called my attention to how the bridge was bouncing when the dog was half way accross, then a team and wagon came on and accross with no jiggling at all.

If you are still intent on replacing it there is no better place than beside old faithfull where there would be no switch yard to contend with and the depot is no longer used and only one train makes a round trip a day. Regarding the approaches matching up with the present highway on the S. side and future bypass there would be no need of much more than a present. As you know trucks have been making 90° corners at 8 places in Coquille for 40 yrs. As the truck supervisor "Mr Blew" of Roseburg Lbr. Co. these corners have been hard on their long based trailer axle supports, he dident mention how much those same rigs were tearing up the black top.

He also sanctioned a new bridge on the premise that it would save them considerable distance from Bandon to Coquille, I have checked the milage several times and it is much shorter and faster by Beaver Hill cutoff to 101. Another thing they wheel those chip trucks so fast through curves that they would wreck the shoulders of the narrow Bandon to Coq. farmers boulevard.

There are several options of bringing bridge traffic in to Coq. or blending it in the bypass.

orig to DHM 11/16

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	A	File

2)

There was the problem of Hi water brought up but if that is a consideration when building a by pass the Hell will come if you plan to build a fill to avoid a day or two flood stage some winters, my place home looks right out over the low land and Ive only seen the water over the rail R. 2 or 3 times in the last 20 yrs. and Im sure Coquille would have no objection of traffic coming through town for a few days.

Another thing I have heard and hope it isint true is that the State plans to go 4 lanes throu to the 4 lane by Jorgensens mill. In the first place the time saved on a by pass in Coq. a vehicle could be over to the 4 lane by the time they get through Coq. now. Moving the mountain E. of China Camp alone will cost as much as building a by pass.

Dont ask me how I know. I was offered the Ford agency because they were looking for a mechanic instead of a saleman. I bid on the lot at 3rd & Central, got it for $\$2525^{00}$ and Ford sent an architect who figured $\$75000^{00}$ + 10% to draw plans & see that it was built accordingly, I couldent think of that so I talked to a local carpenter, went down to his place at 7:PM and he rolled out a peace of heavy paper on the kitchen table I marked out what Ford required for a 100X100 building and went home at 10:PM, the next after noon he came by and said he was sure he could keep it under 50M on a cost +10 basis and we started work the next day. The concrete was mixed right there on the 3rd street entrance and 5 Mo. later we moved in complete for a few dollars less than $\$40,000^{00}$ Ill admit I run the Union rep. off. Six years later I built the Arco station at the W. City limits for $\$14000^{00}$ with the same contractor when Richfield figured it would cost $\$48000^{00}$ The metal bldgs. I added later one for 6500^{00} and the other for 10000^{00}

I sold Ford cars & trucks 4 yrs with out a saleman then a sick partner sold to a salesman and buisness went to Hell so I sold and wound up with the station and the Massy-Ferguson agency for 24 years. Ollie.

I operated both agencies Indian style never a signed order many on 90 day open account, and never had a repossession and no unpaid accts after I sold.

The only time I lost money was when I made a fellow a deal to work a year and the option to buy. He washed up as far as dealing with farmers in a very short time but I stuck with my deal and it was better than he could get other places so he stuck it out too.

Amzy Mintonye

P.S You shouldn't have sent me that report ~ is better to be ignorent than to know so much that it wrecks our Economy

RECEIVED
DOT DIRECTOR
NOV 13 '81
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Coquille River Bridge Replacement

DATE: 10-9-81

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ENVIRONMENTAL SECTION
October 15, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
Alfred Shirley
Gerald Parker
Bill Brown

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

8108 2 450

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

RECEIVED
TECHNICAL SERVICES
OCT 15 '81
REFER TO
FOR
Info Invest R/D D.F. Sign Agt File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay F. Wilcox
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

OCT 09 1981

PNRS STATE REVIEW

Project #: 8108 2 450 Return Date: SEP 18 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

COMMENTS ATTACHED.

Agency Fish & Wildlife By

Phone Number 229-5679

PNRS 8108-2-450

The Oregon Department of Fish and Wildlife has no objection to the Coquille River Bridge Replacement Project in Coos County. The construction timing and methods appear to be acceptable. However, actual construction activities should be closely coordinated with Bill Mullarkey, district fish biologist. Mr. Mullarkey can be contacted at 300 5th Street Bay Park, Coos Bay, Oregon 97420, telephone number 269-1200. This close coordination will help to avoid unnecessary adverse fish and wildlife impacts from construction related activities.

We appreciate the opportunity to review and comment on this project.

cc: Bill Mullarkey

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Bill

RECEIVED
AUG 25 1981
DIVISION OF STATE LANDS

SEP 2[illegible] 1981

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #: 8108 2 450

Return Date: SEP 18 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands

By

Phone Number 378-3805

10,153

8-21-81

ENVIRONMENTAL ASSESSMENT

COQUILLE RIVER BRIDGE REPLACEMENT

COQUILLE-BANDON HIGHWAY
COOS COUNTY, OREGON

Federal Highway Administration
and
Oregon Department of Transportation

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Coquille River Bridge Replacement
Coquille-Bandon Highway
Coos County, Oregon

PROJECT PROPOSAL

PROJECT DESCRIPTION

PROJECT PURPOSE

The proposal is to replace a narrow and structurally inadequate bridge crossing on the Coquille River in the City of Coquille.

The present bridge was built in 1921. It has a deck width of 17'8", wooden sidewalks, and a vertical clearance of 14'9". The narrow width requires one-way traffic for trucks. In the last year several trucks have broken through the wooden sidewalks on the sharp approach curves, and several vehicles have failed to make the sharp curve onto the bridge, going through the guardrail and over the embankment. Maintenance has been heavy, and the bridge is high on the state bridge replacement priority list.

The project would replace the present bridge with a structure of adequate width and vertical clearance at a location permitting good alignment of the approaches and a good connection to Highway 42S.

PROJECT SETTING

The City of Coquille is located in Coos County, Oregon, approximately seventeen miles to the southeast of Coos Bay. The city proper is located just to the north of the main stem of the Coquille River, below the confluence of all its forks. Highway 42 is a major regional highway that passes through downtown Coquille. Highway 42S is the other major highway through Coquille. It is located just south of the Coquille River and runs westerly to Bandon. The existing bridge provides access to Coquille and Highway 42 via Highway 42S across the Coquille River.

PUBLIC AND AGENCY INVOLVEMENT

On October 18, 1977, the United States Army Corps of Engineers sent a letter encouraging the Highway Division to consider flood hazard in conjunction with the project. A preliminary study has been conducted and the results used in preliminary engineering for the proposed bridge.

On October 18, 1977, the United States Coast Guard sent a letter to the Oregon State Highway Division stating that the waterway under the bridge is considered navigable, requiring a bridge permit. The Coast Guard suggested that a thorough investigation of navigation requirements be made, including any plans or proposals the Corps of Engineers or other agencies may have for the upper waterway and the control of high waterflow. More information concerning navigational requirements appears on page 25.

In May of 1979, a representative of the Oregon State Highway Division met with members of the Port of Coquille Commission. Four alternative corridors were presented. Port members indicated that they were not aware of any river commerce above the existing bridge. The Commission did not want a structure that would rule out future possibility of dredging the river. Nor did they want a lot of money spent for a draw span or high level structure.

A public hearing will be held on this project at least 30 days after the release of this environmental assessment.

PROJECT ALTERNATIVES

During the project reconnaissance phase, seven alignment alternatives were identified. For each alignment several bridge types were evaluated, including high and low level fixed spans, bascule, swing-span and roll-out span.

The seven alignments fell into three similar groupings: three alignments downstream of the existing bridge, two adjacent to the existing bridge, and two upstream of the existing bridge. Because of these similarities, only the alignment with the least right-of-way impacts was retained within each group for further study, and three alignments were advanced for further consideration.

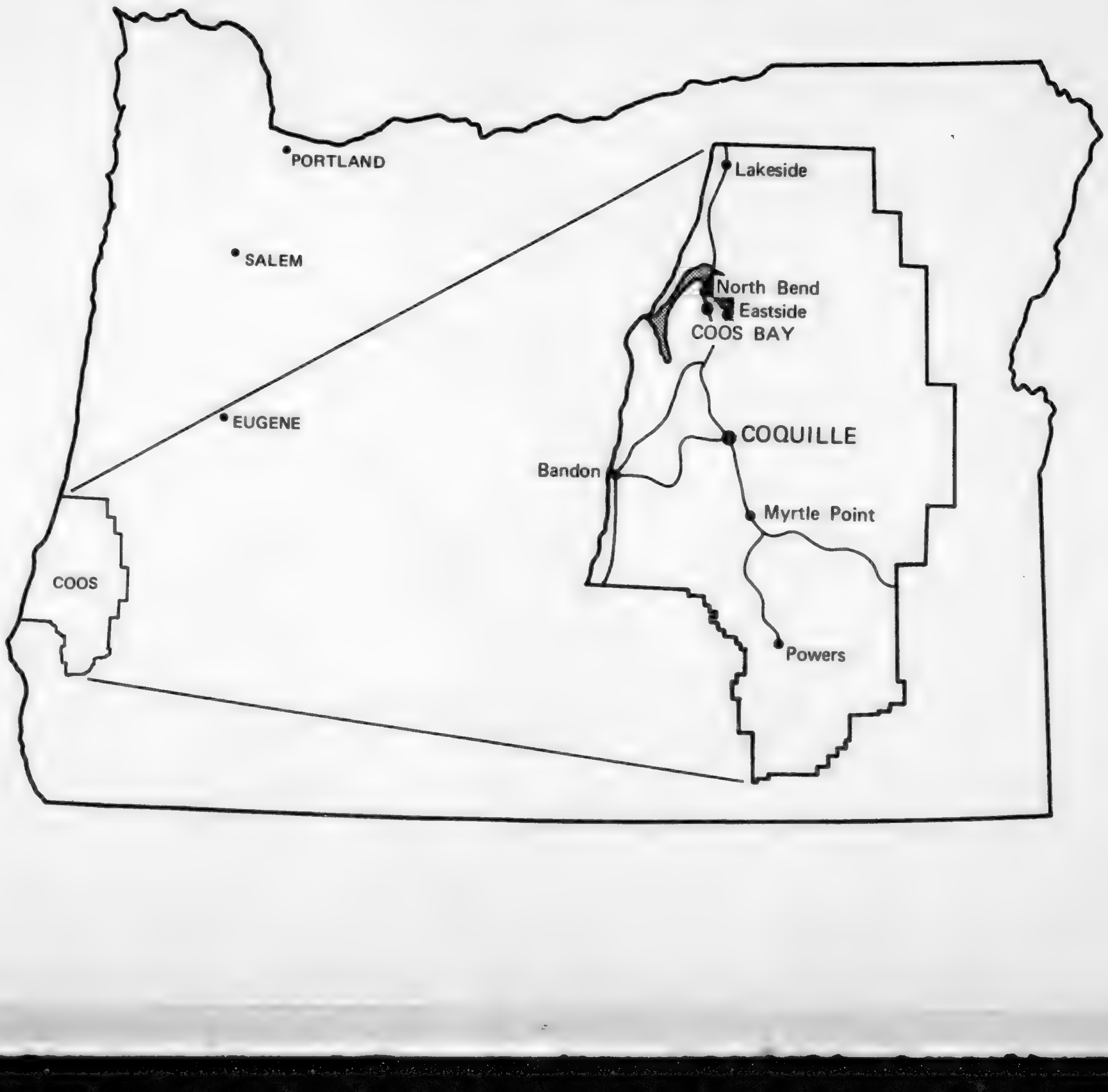
Alternative 1 is the alignment downstream of the existing bridge. Alternative 2 replaces the existing bridge. Alternative 3 is upstream of the existing bridge. Figure 2 shows the three alignments considered.

Two factors were used in the evaluation of the type of bridge structure to advance: navigation requirements and cost. A low level fixed span, while economical, would not be suited for potential navigation needs. A high level fixed span would meet most navigation requirements, but would be substantially more expensive than other designs. Both swing and bascule spans would satisfy forseeable navigation needs, but at a high cost compared to the remaining bridge type, a roll-out span.

A roll-out design would cost the least of all the opening spans considered, while meeting potential navigation requirements. All information gathered to date indicates that navigational needs on this stretch of the Coquille River are very limited, and the Port of Coquille Commission has indicated that a roll-out span is acceptable (see page 25). The Port also acknowledged that an economical design is desirable in light of the short supply of funds for bridge replacement projects.

Since a rollout span is considerably cheaper to construct than other spans, and since it would adequately serve navigation, this is the only type of span proposed in this document.

FIGURE 1
PROJECT VICINITY
COOS COUNTY, OREGON


PORTLAND
SALEM
EUGENE
COOS
Lakeside
North Bend
Eastside
COOS BAY
COQUILLE
Bandon
Myrtle Point
Powers

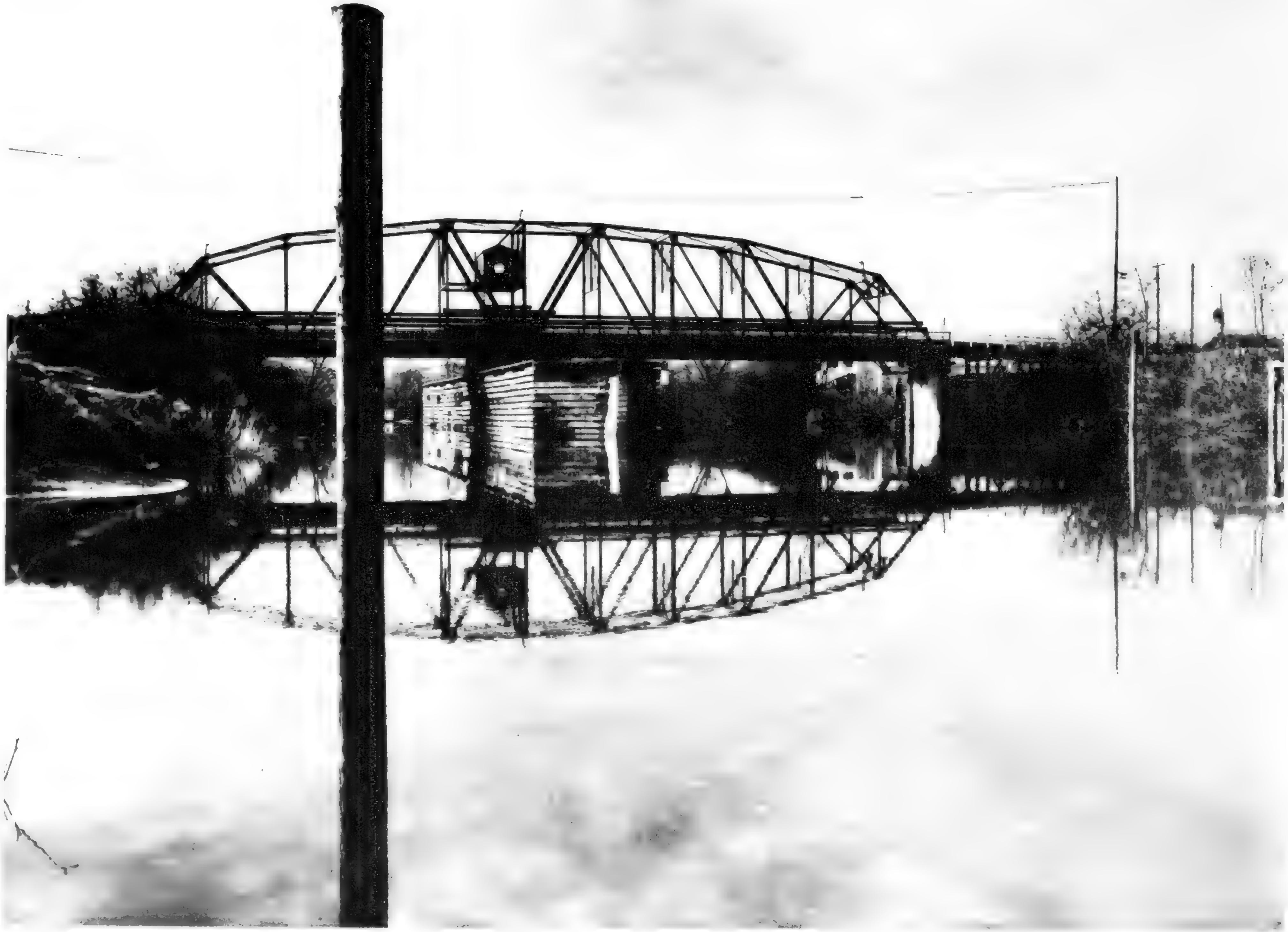
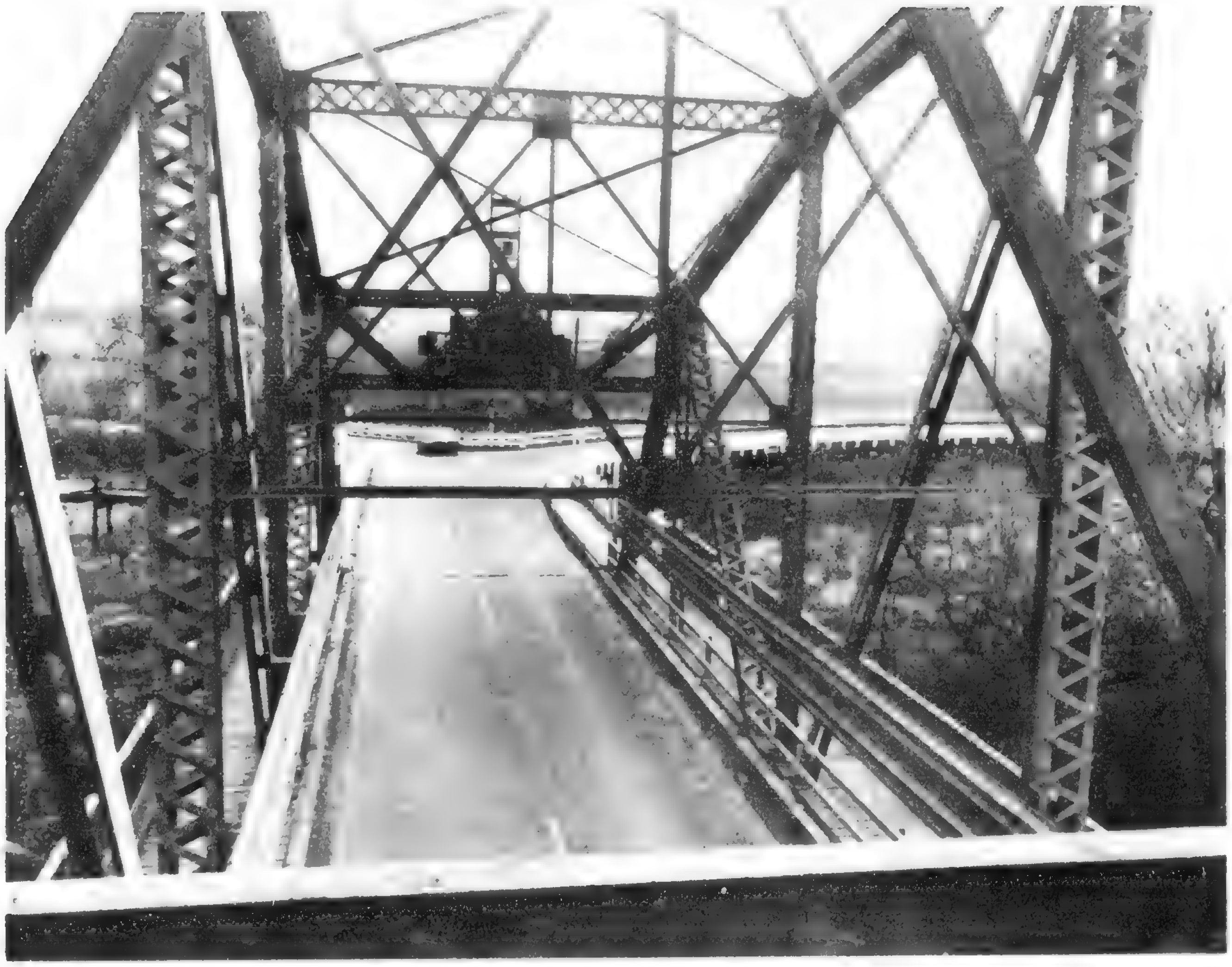


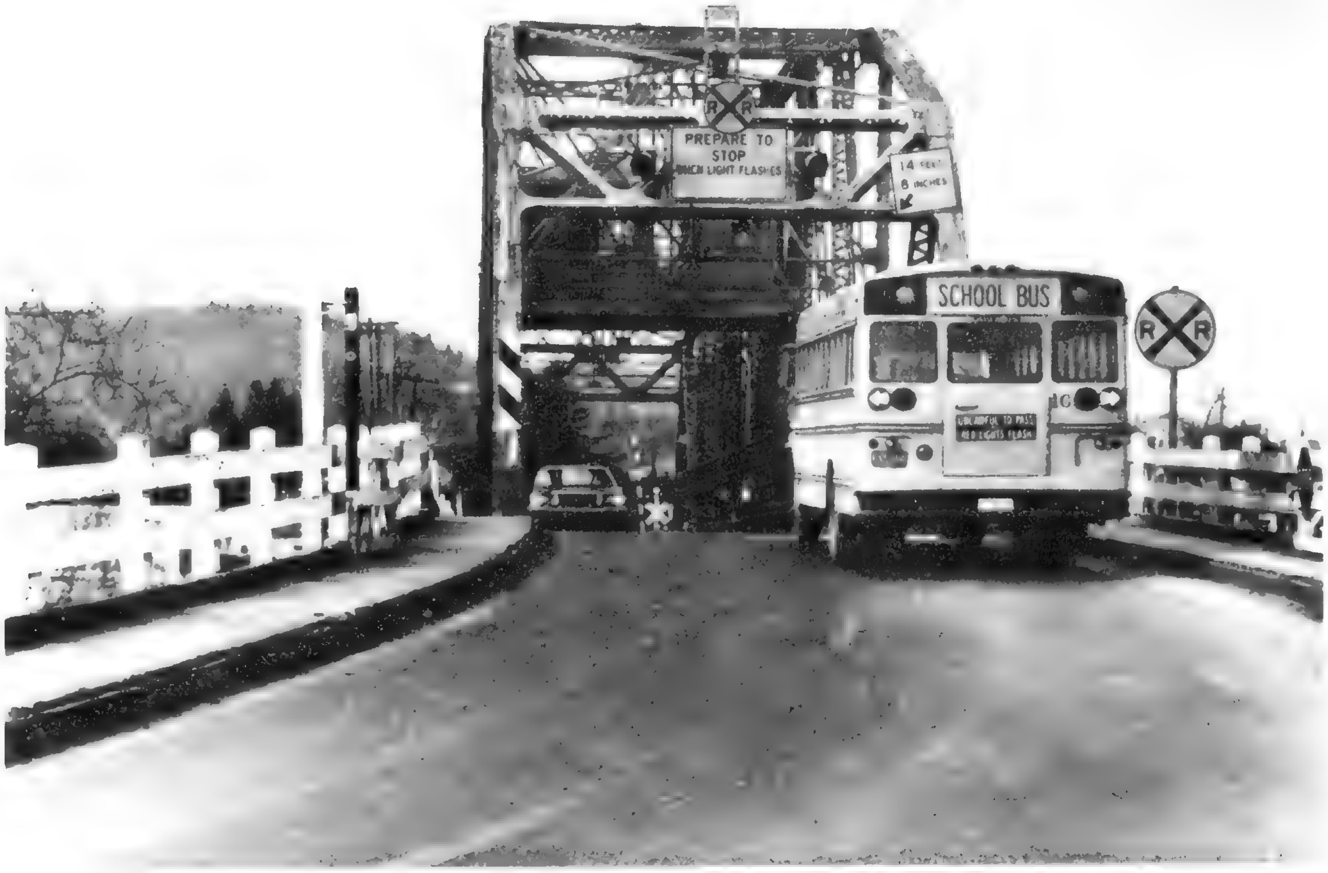
Figure 1A **Existing Coquille River Bridge**

Figure 1B

Travel Lanes, Existing Bridge



View Facing South



View Facing North

The rollout span proposed would provide 40 feet of horizontal clearance and unlimited vertical clearance. The span would be above the one hundred year flood elevation of 24 feet above mean sea level. In the closed position, the span would have approximately 20 feet of vertical navigational clearance above mean high water level.

Following is a complete description of the three corridor alignments. Proposed is a roadway of 37 feet on the structure, a two lane, 36-foot wide approach road having 12-foot travel lanes, 6-foot shoulders, at grade crossing of the railroad tracks, and a maximum of 15 feet of fill at the structure ends.

Because of the excessive cost of Alternative 2 and design and operational problems on the Main-Adams intersection on Alternate 3, Alternative 1 is preferred and is the subject of this environmental assessment. The No-Build Alternative assumes no work beyond maintenance of the existing facility.

Following is a discussion of the alternatives, with reasons for advancing Alternative 1 and for dismissing Alternatives 2 and 3.

Alternative 1 (Build Alternative)

Alternative 1 would consist of a roll-out span approximately 370 feet in length, and located 1,400 feet downstream from the existing bridge. A 1,900-foot, left-bank (downstream) approach would begin at a point on the existing highway about 3,200 feet westerly of the existing bridge. The alignment would leave the existing highway on a curve to the right then continue on a curve left to cross the existing highway and connect to the bridge. Additional left-bank construction would include connections to the existing highway and 1,900 feet of two-lane roadway to connect Fishtrap Road to the existing roadway. A 910-foot, right-bank approach would leave the proposed bridge on a tangent to cross the railroad at grade, continue on a curve right and a curve left to connect with Main Street near the northerly end of the existing bridge. Additional design items on the right-bank approach would include: a connection to Sturdivant Park, access to abutting property as required, modification of a railroad spur, and drop-arm signals at the railroad crossing.

Alternative 1 is the preferred alternative and the only build alternative advanced in this assessment. It would result in the least impacts to the human environment. Right-of-way acquisition would consist of the parking lot of a logging and/or log hauling company, and the conversion of pasture land to public right-of-way. Additional impacts would occur to riverine-type habitat, trees and brush between the existing highway and the railroad tracks. The estimated total cost of Alternative 1 is $3,500,000.

The alignment of Alternative 1 avoids encroachment on Sturdivant. Park, the undeveloped city park adjacent to this alignment. Construction of improved access to the park would be provided, since the present access is poor.

This alternative is compatible with a long-planned proposal to reroute the Coos Bay-Roseburg highway from its present route through downtwon Coquille.

Alternative 2

The new 740-foot structure for Alternative 2 would be located just downstream from the existing bridge. The location would vary from 50 feet on the north end to about 120 feet on the southerly end of the existing bridge. The 910-foot, left-bank approach would follow the existing road to the end of the proposed structure, where the alignment would curve left and then cross the river on a tangent. The new Fishtrap Road connection would pass under the proposed structure and connect to the proposal west of the bridge. This road would be subject to closure during high water. The 450-foot right-bank approach would leave the structure on a tangent to cross the railroad tracks at grade then continue on a 100-foot curve right to a connection with Main Street. Additional right-bank approach design criteria would include drop-arm signals at the railroad crossing and access to abutting properties.

Alternative 2 would result in increased impacts and costs for construction compared with Alternative 1. The proposal would displace or make uninhabitable five homes and remove two outbuildings. The estimated total cost of this alternative is $5,100,000.

Staging the construction work for the bridge would be difficult. It is necessary to maintain traffic, particularly at the Fishtrap Road connection. This connection could not be completed until removal of the existing bridge is complete. The connection would displace riverine habitat; however, this was considered a lesser impact than the displacement of pasture land.

The proximity of the railroad crossing and the proposed bridge end would create an undesirable situation when the drop-arm signals would be activated for passing trains.

The proposal, again due to the proximity of the railroad crossing and bridge end, would be less compatible to the future Coquille Re-route proposal than Alternative 1 would be.

Alternative 3

The new 400-foot structure for Alternative 3 would be located approximately 1,200 feet upstream from the existing bridge. The 1,125-foot, left-bank approach would begin on the existing highway about 800 feet west of the existing bridge, continue on a curve left and tangent across the river. Additional left-bank construction would include connections to Fishtrap Road, the boat launching ramp parking lot, plus access to abutting properties as required. The 825-foot, right-bank approach, upon leaving the bridge, would continue on a curve left, then curve right, and then across the railroad tracks at grade and connect to the Main Street-Adams Street intersection. Additional right-bank construction would include: modification to the Main Street-Adams Street intersection, improvement to 300 feet of Main Street, modification of 700 feet of the Coos Bay-Roseburg Highway, and installation of drop-arm signals at the railroad crossing.

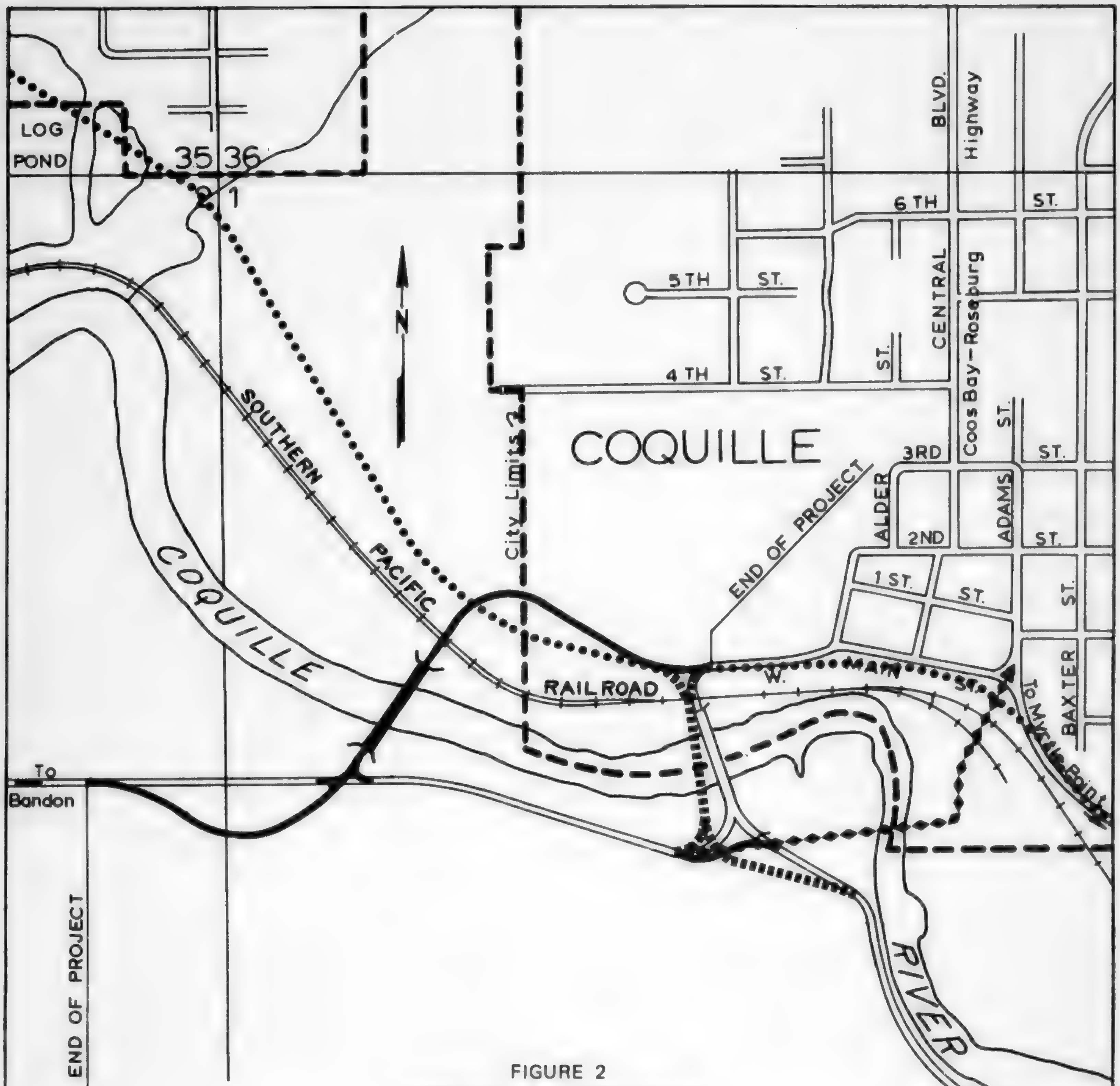

LOG POND
35
36
2
1
N
SOUTHERN PACIFIC RAILROAD
COQUILLE
City Limits
COQUILLE
RIVER
6TH
ST.
5TH ST.
4TH ST.
3RD
ST.
2ND
ST.
1 ST.
ST.
BLVD.
Highway
CENTRAL
ST.
Coos Bay–Roseburg
ST.
ADAMS
ALDER
BAXTER
ST.
W. MAIN ST.
To Myrtle Point
END OF PROJECT
To Bandon
END OF PROJECT
FISHTRAP ROAD
•••••• COOS BAY-ROSEBURG HWY. RE-ROUTE
COQUILLE RIV. BR., COQUILLE-BANDON HWY.
ALTERNATE 1
ALTERNATE 2
ALTERNATE 3

FIGURE 2
PROJECT ALTERNATIVES
(Coquille River Bridge Section)

Alternative 3, would create several undesirable design features. The alignment between the river and the railroad tracks, with two 54 degree curves and sag vertical curve, would be undesirable. The addition of another roadway at the Main-Adams "T" intersection would require conflicting traffic movements; however, these could be mitigated to some extent by the use of traffic signals and channelization. The roadway approaching the intersection from the west would be on an unavoidably steep grade due to the difference in elevation of the intersection and railroad tracks. This is a crossing of the railroad main line and a spur. Unavoidable train switching movements would create lengthy delays for highway traffic. The need for a left-turn refuge on the Coos Bay-Roseburg Highway approaching the intersection from the south would create added impact because of a wall required to retain the present cut slope.

The new roadway at the intersection would cause the displacement of two businesses. The left-bank approach would have substantial impacts on the parking lot at a boat launching site.

The proposal would be less compatible with the future Coquille Re-route proposal than Alternative 1 would be.

The No-Build Alternative

Features of the existing bridge are described on page 1. With this alternative no improvements to the physical features of the structure would be done, other than maintenance needed to keep the bridge in a safe operating condition.

ENVIRONMENTAL CONSEQUENCES

OVERVIEW

Studies were conducted on the project impacts to the natural and cultural environment.

Impacts to the natural environment include floodplain and wetlands encroachment, water quality, wildlife habitat and geology; the project area is within the one-hundred-year floodplain and is part of the regional Coquille Estuarine Management Plan. Direct water quality impacts of the project would be those routinely associated with a bridge replacement. Direct effects to wildlife habitat would not be significant. Geological impacts would not be significant.

In the cultural environment, the prime focus of concern is that the new bridge both improve highway access and maintain existing and future navigational requirements of the Coquille River, which it would. Also investigated was the potential historical significance of the bridge, one of four remaining swing spans in the state. The State Historic Preservation Office has determined that the bridge is not eligible for inclusion in the National Register.

Direct right-of-way impacts of the project are small. Impacts to areawide land use and the local economy were judged not significant. The relationship of the project to Statewide Land Use Goals was evaluated and no significant conflicts were identified; the project area is part of the regional Coquille Estuarine Management Plan.

NATURAL ENVIRONMENT

GEOLOGY

Affected Environment

Topography

The terrain of the project area is flat, with flood plain forming the entire area south of the existing bridge. The bridge abuts higher land on the north side of the river on which the City of Coquille is situated.

Geology

No geologic structural weaknesses are known in the vicinity of the project.

Core-drill data for the bridge pilings and abutments are not available at this time.

Soils

The U.S. Soil Conservation Service (S.C.S.) designates five soil types as underlying the project. None are classified as prime or unique for agricultural use. A prime soil is suited to produce a high yield for a variety of crops, a unique soil is suited to produce a high yield for a particular crop. See Figure 3, Soils Map. The soils are:

1. Nehalem silt loam, overflow, 0-3% slopes.
2. Nestucca silt loam, 0-3% slopes.
3. Willanch fine sandy loam, 0-3% slopes.
4. Udorthents (fill land, of variable composition).
5. Coquille silt loam, 0-1% slopes.

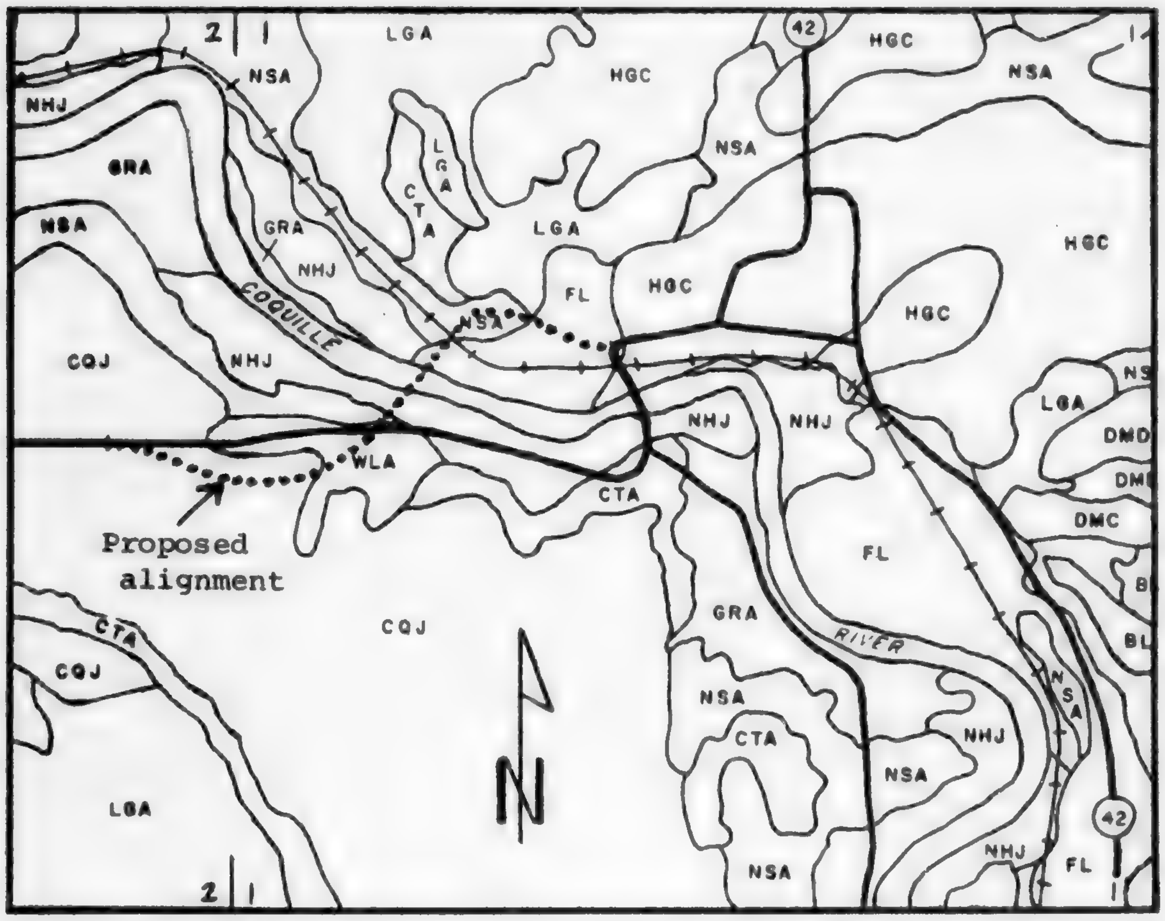
Numbers one and two are rated by the S.C.S. as Capability Class II agricultural soils. Such soils have moderate limitations that reduce the choice of plants. Numbers three and five are S.C.S. Capability Class III and IV, respectively; these soils have greater restrictions in the crops that can be grown than soil numbers one and two.

Erosion

The embankment slopes of the Build Alternative would be susceptible to erosion.

FIGURE 3

SOILS MAP


2
1
LGA
42
HGC
HGC
NSA
1
NHJ
NSA
GRA
L
G
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C
T
A
NSA
NSA
GRA
LGA
HGC
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FL
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NHJ
NHJ
DMD
WLA
DME
CTA
DMC
Proposed alignment
FL
B
CQJ
GRA
CTA
RIVER
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CQJ
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S
A
NSA
CTA
NHJ
NSA
N
LGA
42
NHJ
FL
NSA
2
1
1

KEY

FL : Fill land

* NSA : Nestucca silt loam

* NHJ : Nehalem silt loam, overflow

WLA : Willanch fine sandy loam

CQJ : Coquille silt loam

* Rated by the S.C.S. as Capability Class II agricultural soils.

Approximate scale: 4.1 in. = 1 mi.

Ground Water

No high ground water problems are anticipated in the project area. The fill land and alluvial sediments are moderately permeable. It is therefore likely that the height of the water table closely corresponds to the mean average water level in the Coquille River.

Potential Material Sources

Embankment material is available in the area from commercial sources. These sources will be chosen by the contractor. A likely source for aggregate is the Umpqua River near Reedsport whose gravels can be barged by sea to Coos Bay and trucked to the project. Another possible source of aggregate is the Franson Quarry located about five miles up the Kentuck Creek road north of Eastside. This rock would be trucked to the project.

Impacts

Material Quantities

The Build Alternative would require 88,000 tons of embankment in place and 20,900 tons of aggregate. Some riprap may be required. Excavation will be minor and will produce no waste material.

Erosion and Siltation Control

4.8 acres will be cleared and grubbed, including 3.9 acres of embankment slopes. Mitigative measures for the impacts caused by the clearing and grubbing operations and by the exposed embankment slopes are principally directed to preventing erosion of these areas and the resultant siltation of the Coquille River. This can most effectively be accomplished by early treatment and protection of the exposed areas, particularly the embankment slopes.

Erosion and siltation control requirements will be stated in the appropriate contract. These requirements will include provisions for drainage, seeding, fertilization and mulching the exposed areas in sufficient time during the growing season to assure germination and growth; and the use of straw to hold soil particles in place, as well as to retard and filter runoff.

Adverse Impacts and Their Mitigations

Although no geologic hazards are apparent in the project area, there is potential for settlement of the fill land and, to a lesser degree, the alluvial deposits adjacent to the Coquille River. Even though competent sandstone bedrock underlies the area, compaction of the surface materials along the route may be necessary to provide adequate bearing capacity for the highway.

Surcharging* may be used as a mitigative measure. Some areas, if found to be considerably unstable, may be excavated and backfilled with rock.

Adverse geologic impacts lie in the quantity of embankment material required by the Build Alternative and the associated aesthetic degradation of the landscape. The degradation of the landscape may be alleviated or mitigated by shaping and landscaping the fill slopes. The reclamation of the material source sites is administered by the Mined Land Reclamation Division of the State Department of Geology and Mineral Industries.

FLOODPLAIN

Affected Environment

The project area is located in the Coquille River Basin. The river here is about 200 feet wide and has a low gradient. It meanders through the Coquille Valley and has a wide floodplain (see Figure 4). Although salt water does not extend as far upstream as Coquille, tides affect water levels in the river here.

Impacts

The U.S. Corps of Engineers estimates that a 100-year flood would produce a water level approximately 24 feet above mean sea level at the existing Coquille River Bridge, one foot below its bottom framework. Although the bridge has never flooded, it was opened during the 1964-65 floods to protect it from floating debris. The south approach to the bridge floods annually, causing temporary closures. This will also be the case for the proposed Build Alternative.

Flood plain encroachment will total approximately 7.7 acres. This will result in an insignificant loss of flood storage. It will alter local hydrologic conditions by changing local flow patterns, but to a minor extent. A Flood Plain Finding is not necessary because the impact of the proposed encroachment is minor.

Mitigation

Placement of highway fill will be such as to ensure passage of flood water, and to prevent flood waters from endangering nearby existing properties. This will be done through the use of culverts and/or overflow structures.

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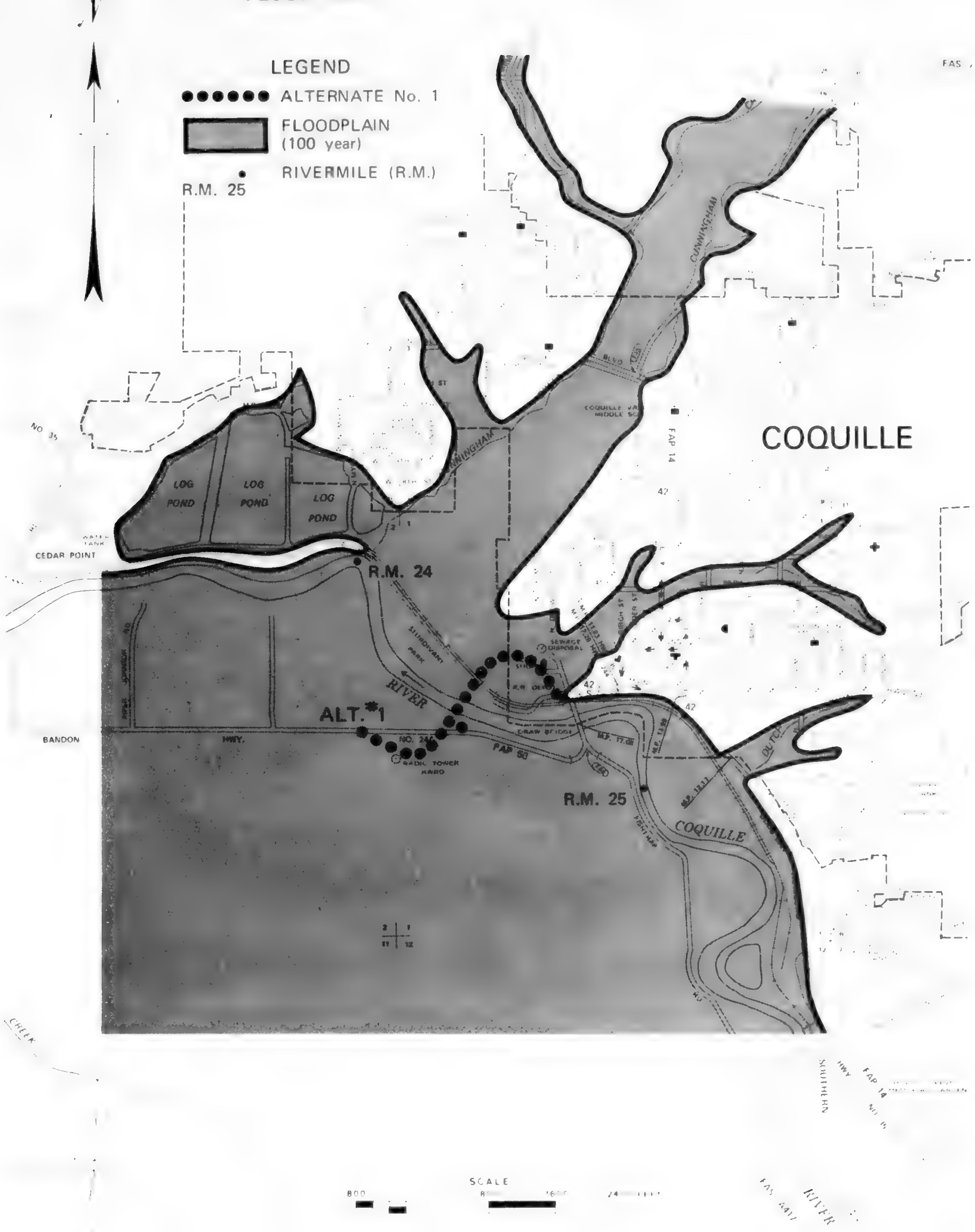
*Temporarily weighting the subgrade with more embankment material than is required, for the purpose of increasing the consolidation rate of compressible soils.

FIGURE 4
FLOODPLAIN


LEGEND
●●●●●● ALTERNATE No. 1
FLOODPLAIN (100 year)
● RIVERMILE (R.M.)
R.M. 25
COQUILLE
LOG POND
LOG POND
LOG POND
CEDAR POINT
R.M. 24
ALT. *1
RIVER
BANDON
HWY.
NO. 244
FAP 50
DRAW BRIDGE
SEWAGE DISPOSAL
CUNNINGHAM
CUNNINGHAM
COQUILLE VALLEY MIDDLE SC
FAP 14
R.M. 25
COQUILLE
NO 35
SCALE
800
RIVER

WATER QUALITY

Affected Environment

Many species of fish use the river. Anadromous fish which migrate through this section of the Coquille River include fall and spring chinook salmon, coho salmon, steelhead trout, cutthroat trout, striped bass, and American shad. Brown bullhead catfish and other warm water fish are also present. The salmon, steelhead, and trout migrate through the area July through May. American shad spawn in the project vicinity April, May, and June; Coquille is in about the middle of their spawning area. Striped bass are also believed to spawn in the project area, although little is known about specific spawning locations. Striped bass and shad do not form nests for spawning. Instead, eggs are fertilized in the water and gradually sink to the bottom. They must be kept in motion to survive, and in this river, the tidal current provides the necessary energy for motion.

Streambank cover is composed of mixed hardwoods including alder and willow. Typical of a river of this size, the vegetation overhangs the river a few feet on each side, and the majority of the river's width is exposed to direct sunlight.

Water quality here has been fairly good over the last few years. However, during summer months dissolved oxygen levels often dip below the DEQ standard value for South Coast Basin streams of 90% saturation, and temperatures frequently rise above 18° C, the desirable level for salmonid fish.

The river here is used for boating, fishing, and swimming. Boat fishing is very popular. There is an angler access site (a boat ramp) just upstream of the existing bridge. Boating and fishing is heaviest during the months of August, September, and October.

Impacts

The Build Alternative would result in the following adverse aquatic impacts:

1. Degradation of water quality during construction
2. Disruption of fish and other aquatic life
3. Disruption of local water-related recreation during construction
4. Erosion from cut/fill slopes
5. Increased road runoff

Degradation of Coquille River water quality will occur, primarily during bridge pier placement and removal operations. Water quality degradation from construction will be temporary and short-term. Elevated turbidity and lowered oxygen levels are to be expected. Downstream sedimentation will occur. In addition, these effects may be seen for a short distance upstream due to tidal action. See Mitigation for a list of measures to minimize the adverse effects discussed above.

Disruption of aquatic life will occur locally, at and adjacent to the proposed bridge site. In-water construction periods will be timed to avoid disruption of most migratory and spawning anadromous fish (see Mitigation), but rearing and resident fish will be adversely affected. Since striped bass and shad spawn near the proposed bridge site, and do so just prior to construction season, the rearing young of these species will be most affected. The young fish will be affected both directly and indirectly. Direct effects include stress from lowered water quality, dissolved oxygen in particular, and difficulty of feeding in turbid water. Indirect effects include disruption of their food supply (plankton and insect nymphs). The food organisms will be adversely affected by lowered water quality and loss of streambank vegetation at the crossing site.

Water-related recreation activities such as boating, swimming, and fishing will be disrupted around the proposed crossing site during the construction period. Boat fishing is very popular on this section of river. Boaters from the access point upstream of the existing bridge will be most adversely affected by construction activities, particularly during August, September, and October.

Erosion from cut/fill slopes will occur. Numerous measures will be taken to minimize erosion (see Mitigation). However, even with temporary and permanent erosion control measures in effect, some sediment will wash down from the cut/fill slopes and will be transported to the river. This effect will decrease over time as permanent vegetation covers exposed slopes.

Additional pavement area will cause increased road runoff over present levels. About 3.6 acres of new pavement will be laid along the proposed alignment. Counteracting this, the existing bridge and some pavement will be eliminated. Therefore, about 3.2 acres of additional pavement will result under the Build Alternative. This will produce an additional peak discharge of about 4 cfs of runoff water during a 5-minute 10-year frequency rainfall event. This discharge increase is not significant compared to the No-Build. Several pollutants including lead, zinc, manganese, asbestos, and rubber are contained in the runoff water. These may have an adverse effect on aquatic life even at low levels, but here this likelihood is low because low flows coincide with the low rainfall periods, and because tidal influence results in a high dilution factor.

Mitigation

The following measures will be employed as appropriate if the Build Alternative is advanced:

1. Areas exposed during construction will be kept to a minimum.

2. Exposed areas will be covered with hay, jute, plastic, etc., where required to reduce erosion.

3. After construction, exposed slopes will be seeded and mulched.

4. Hay bales or other sediment check dams will be placed in drainage ditches to reduce sediment transport to the river if required.

5. Equipment will be kept out of stream channels, except where absolutely necessary, during construction.

6. In-channel work will be restricted to the dates July 31-August 31 in order to protect migratory fish and spawning activities of shad and striped bass. Coffer dams will be used where necessary to contain turbid water during placement of bridge piers.

7. Precautions will be taken to avoid spillage of cement, lime, and similar materials, and to prevent their entrance into the river or drainage ditches.

8. Oregon Department of Fish and Wildlife will be consulted during planning phases if either dredging or blasting activities are contemplated in or near the river.

No mitigation is necessary for the No-Build Alternative.

WETLANDS ANALYSIS

Affected Environment

Several types of wetland are present in the Coquille River Valley: meadows, marshes, forested swamps, scrub/shrub swamps, and shallow streams. By far the most common are fresh-water meadows, which are grassy areas on saturated ground. These occur on the floodplain, in previous swamp areas which have been cleared for grazing. Some of the meadows and marshes are important as wintering areas for waterfowl, including great blue herons and egrets. Swamps, or forested floodplain areas, are not common now, because of conversion to pasture land. The project area is part of the Coquille River Estuary Management Plan.

Definition and Identification of Wetlands

The wetlands definition used here comes from the U.S. Fish and Wildlife Service (USFWS) publication, Classification of Wetlands and Deepwater Habitats of the United States. Typical characteristics include: dominance by water-loving plants (hydrophytes); hydric soils, which develop under wet conditions; and ground either saturated, or covered by shallow water during the growing season. Wetlands may be of artificial origin, such as roadside ditches and improved pastures.

Wetlands Impacts

With Alternative 1, most of the land required lies in wetlands. A total of 6.3 acres of wetlands will be filled in. However, almost all of these have been altered from their original state long ago, and some of the forested wetlands were created at the time Highway 42S was built. Three types of wetlands are involved: meadows, forested swamp, and scrub/shrub swamp.

Meadows. Most (5.4 acres) of the impacts occur on this type of wetland. Probably all of these wetlands were originally forested. Now they consist of closely-grazed pastures used by cattle. However, a few small areas not being grazed now have a tall growth of reed canary grass, with some hardhack and smartweed mixed in. In the recently graded area south of the river, horsetail and creeping buttercup are common, in addition to reed canary grass. The two main areas of meadow impacts are south of the highway, and northeast of the tracks. A smaller area is just south of the present bridge.

Because of seasonal flooding, there has been little non-agricultural development in these low-lying areas. According to the USFWS classification, the meadows are: palustrine, emergent, narrow-leaved persistent, Phalaris arundinacea, seasonally flooded.

Forested swamp. Impacts total 0.8 acre, much less than in the case of meadows. These wooded areas are dominated by willows 30 to 40 feet tall. Typically, the swamp areas occur along Highway 42S on the fill slopes, and also in a few areas on the floodplain. The area north of the Coquille River, near the park, is the only impact on relatively natural woodland. Scouler's willow is the most common tree in the various forested areas. Other trees present occasionally are red alder, Oregon ash, and Pacific willow. In more open areas, tangles of Himalaya berry are found. The USFWS classification is: palustrine, forested, broad-leaved deciduous, Salix Scouleriana, seasonally flooded.

Scrub swamp. Only 0.1 acre would be removed by construction. This consists of a patch of 15-foot willows near the sewage treatment plant. part of this is on a slope dropping down to the meadow below, where water collects occasionally. Reed canary grass also grows on the wetter areas here. According to the USFWS system, this wetland is: palustrine, scrub/shrub, broad-leaved deciduous, Salix Scouleriana, seasonally flooded.

Indirect Impacts. In addition to those impacts caused by filling, other wetlands will be affected to some degree. Some of these will experience temporary disturbance during construction, such as increased turbidity and siltation. Small changes also will occur in terms of floodwater storage and flow patterns.

With Alternative 2, most of the wetlands impacts would be at the connection of Fishtrap Road. A total of 1.4 acres of wetland would be eliminated. Most of this is on the floodplain area north of the highway with a scattering of reed canary grass, willow trees, and bare ground. These areas are now mostly backyards of houses along the highway. A smaller impact occurs along the south side of the highway, where additional fill will be needed. This strip presently is dominated by 60' alders; Oregon ash, willow and blackberry are also common here.

The impacts of Alternative 2 on wetlands are quite small and can be mitigated in part by replanting. The roadfills required could be developed as wetlands similar to those along the existing highway.

With Alternative 3, the total impacts are 1.1 acres, distributed in several locations. Near the west terminus, willows and alders grow along the roadside. Just south of the present bridge is a meadow area, dominated by reed canary grass, with small trees at the edges. This is the largest single wetland impact (0.6 acre). East of the river, the impacts are fairly small. About 0.1 acre of willow swamp would be required for construction, just south of the tracks. Most of this area east of the river, and north of the Georgia-Pacific mill, has been cleared and filled in.

Uses of these wetlands are varied. The trees and other vegetation reduce erosion on slopes, and aid in controlling flood severity. The wetlands also serve as open space, as scenic contrast, and as habitat for birds and small animals. A small vegetable garden is another existing use in the grassy areas.

Comparison of Impacts

Alternative 1 displaces 4.9 acres more wetlands than Alternative 3 and 4.5 acres more than Alternative 2. However, the wetlands impacts of Alternative 1 are not significant for the following reasons. In a 9-square mile area centered on Coquille, there are 2,400 acres of wetlands (40% of the total area). The project will require 6.3 acres, or 0.25 of one percent of the wetland area just mentioned. Practically none of these wetlands are "natural" at present; they are mostly pastures or highway fill slopes. The proposed impacts are considered not significant, in view of local wetland abundance and their low value as habitat (see Wildlife, pages 14 and 16).

Minimization

The existing highway will be obliterated and planted with appropriate vegetation where the highway is not necessary for access to adjacent properties. Erosion control measures, principally seeding and mulching of embankment slopes, will also restore portions of the affected area to conditions now existing.

A wetlands finding on the project will be prepared if a build alternative is selected.

WILDLIFE

Affected Environment

The Study Area is located in the Siskiyou (Klamath) Mountain Physiographic Province in an area whose natural vegetation is classified as the Sitka Spruce Zone. Although the existing flora of the construction zone is presently predominantly non-forested, it retains certain important characteristics of the zone. Plant production and growth is extremely high because there is seldom stress from seasonal moisture deficit or from seasonal temperature extremes.

Table 1 presents a summary of the habitat types and their abundance within the 2,560-acre study area and the included 19.2-acre Construction Zone. Eight Habitat types are listed for the Study Area; the Construction Zone, lacking upland forest, has only seven.

Marine Influence

The Coquille River Valley is, in itself, an important feature which contributes to the overall degree of habitat variety which is characteristic of the Oregon Coastal Zone.

Habitat Quantities and Proportions

Of the 2,560 acres in the Study Area:

a. 17.5% are biologically barren.
b. 91% are terrestrial.
c. 9% are aquatic (may also be classified as wetlands).
d. 22% are palustrine wetland. This percentage is much higher than the percentage in the "coastal zone" as a whole. This is a significant concentration of wetlands.

Habitats affected in the construction zone are abundant in the study area, as shown in Table 1.

The quality of habitat in both the Study Area, and the Construction Zone, is low, because only one habitat layer is present in most of the area. In addition, the quality of habitat in the Construction Zone is reduced even further because there is slightly less mixing of habitat than occurs in the Study Area.

There are 32 species of mammals, 54 species of birds, 4 species of reptile, and 10 species of amphibian likely to live in the affected area. Of these, 18 species of mammal and 13 species of birds are classed as "Important Species"* in the Study Area. The Construction Zone has a lesser number of "important species": 7 species of mammals, and 11 species of birds.

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*The term "Important Species" is defined in "Fish and Wildlife Service Mitigation Policy" (U.S.D.O.I., 1980). It is used to establish the requirements for satisfactory mitigation of impacts to wildlife and habitat.

TABLE 1

EXISTING AND POST CONSTRUCTION HABITAT QUANTITY

Habitat	Study Area Acres Existing	 Post Construction	Construction Zone Acres Existing	 Post Construction	Change Acres
Riparian Forest	68	66	1.5	0	- 1.5
Upland Forest	524	524	0	0	0
Cultivated Wetland	516	516	0.4	0	- 0.4
Cultivated	314	309	5.8	0	- 5.8
Herbaceous	217	227	3.4	13.9	+10.5
Aquatic	240	240	0.9	0.9	0
Barren	449	448	5.0	4.4	- 0.6
Shrub	232	230	2.1	0	- 2.1

Features of Social or Biological Significance

The Bald Eagle is threatened in Oregon. There are two Bald Eagle Nest Sites less than six miles from the center of the construction zone. The project poses no threat to these birds. A Bald Eagle Assessment has been prepared in compliance with current procedures.

The Coquille River Valley provides winter habitat (primarily feeding) for waterfowl of the Pacific Flyway. The area is reported to receive heavy waterfowl hunting pressure late in the season. The included wetlands are predominantly cultivated; their value as winter feeding habitat derives largely from this condition. The eastern 18 sections of Township 28 South, Range 13 West have been inventoried as a candidate for preservation (CS-86) under the Oregon Natural Heritage Program. As is to be expected the land is largely privately owned. It should be noted that although portions of the Study Area lie within CS-86, the boundaries of this area have little biological meaning; most of the City of Coquille is included. The area is a wintering area for Common Egrets (which are not common in Oregon) and Great Blue Herons.

There are no Champion Trees in the Study Area.

There are no Band-tailed Pigeon concentrations in the Study Area.

Impacts

Quantitative and Qualitative Changes

Refer to Table 1. Conditions in the Study Area and in the construction zone are compared as they now exist, and as they would exist within two to five years after construction.

The last column of Table 1 lists habitat loss in acres. Note that there will be a net loss of five cover types which equal the 10.4 acre net gain in herbaceous cover (note also that there is a small net loss in the area of barren land surface).

With reference to the larger Study Area however, none of the quantitative habitat changes depart from existing values sufficiently to be statistically significant. In addition, the quantitative changes cause no change in predicted habitat quality. Impacts are not significant with reference to the Study Area.

CULTURAL ENVIRONMENT

SOCIAL

Affected Environment

Coquille, the county seat, was founded in 1885 and now supports a population of about 5,000 people. Coquille is projected to have a population of 6,018 by the Year 2,000. The City is located entirely north of the Coquille River. Coquille is connected to the two largest cities in the county (Coos Bay and North Bend) by Highway 42. Highway 42S is south of the river. The bridge project connects the two routes.

No schools or hospitals are located in the project vicinity.

Impacts

The chief social impact of the project will be the benefits to the community in terms of safety and improved access to the city center resulting from the increased width and functional capacity of the new bridge. Provision of emergency services (fire, police, ambulance) south of the river would be improved.

LAND USE

Affected Environment

The north bank of the river in the project vicinity presents an older industrial-commercial area. Warehousing, trucking, fuel oil distribution, city sewage processing facilities, city shops, state highway maintenance facilities, and a modest older motel are close to the existing structure. (See Figure 5). The Southern Pacific Railroad also has a line and sidings paralleling the Coquille River through the project area. At the western edge of the project area on the north bank, the land is undeveloped except for agricultural activities.

South of the railroad tracks at the western edge of the project area is the City of Coquille's Sturdivant Park. This is an unimproved city park of about five acres. It is a pocket of land, subject to flooding, on the inside of a bend on the Coquille River situated between the river proper and the Southern Pacific Railroad. At present the park has thick riparian vegetation on the stream banks with a dense, brushy understory. Farther away from the river the cottonwoods, myrtles, maples, etc., are more open and the understory has been largely cleared.

Access to the park is along the railroad from the southeast. It is unmarked, unimproved, and in poor condition. The existing dirt roads in the park are badly rutted and have large, poorly drained pockets of water. Several areas of the park have been victimized by trash dumping. The area is posted against cutting of firewood. The park's main recreational use appears to be for bank access for fishermen in the fall and winter.

Immediately to the east of the existing structure on the south bank of the river is a public boat launch owned by Coos County. The boat launch area includes parking and restroom facilities.

East of the public boat ramp, adjacent to the bend in the river, is one large old private residence. The remainder of the area at the riverbend is undeveloped.

Planning Responsibilities and Status of Plans

The Coos-Curry Council of Governments, the City of Coquille, and Coos County are the primary political jurisdictions in the project area.

In 1976, the Oregon Department of Transportation prepared the Coquille Transportation Study Report with assistance from the City of Coquille and extensive input from local citizens. Section III contains goals and policies relating to transportation that were developed by the City of Coquille. One overall goal statement in this section is that highway access to and from Coquille should be improved. The subgoal statement relating to this goal is that the Coquille River Bridge should be replaced and relocated.

The City of Coquille and the Coos-Curry Council of Governments have prepared a draft of the City of Coquille Comprehensive Plan for 1995. This plan specifically calls for the replacement and/or relocation of the Highway 42S bridge crossing the Coquille River. The plan has been submitted to the Department of Land Conservation and Development, but has not been approved, pending receipt of the findings of the Coquille Estuarine Task Force.

The Coquille Estuarine Task force has prepared the Coquille River Estuary Management Plan, which specifically addresses the statewide Estuarine Resources Goal (#16) and the Shoreland Goal (#17). This plan is a cooperative effort among the cities of Bandon, Coquille, and Myrtle Point, and Coos County. A unified citizen involvement program and activities were developed with the concurrence of the jurisdictions.

The Highway 42S bridge is located within the bounds of the Coquille Estuary for which the management plan has been developed. Therefore, the recommendations of the plan are relevant to the replacement project.

The plan indicates that the General Estuary and Shoreland Management policies which apply to the estuary and shoreland areas are adequate for City plan management in the City of Coquille; these general policies state that maintenance and improvement of existing roads, railroads, and bridges shall be permitted outright regardless of the designation of the area through which they pass. Further, new bridge crossings are allowable in aquatic areas (other new transportation facilities are not). The Estuarine Task Force explicitly recognizes and desires the replacement of the Highway 42S bridge in Coquille.*

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*Personal communication, Sandra Diedrich, Director for the Coos-Curry Council of Governments.

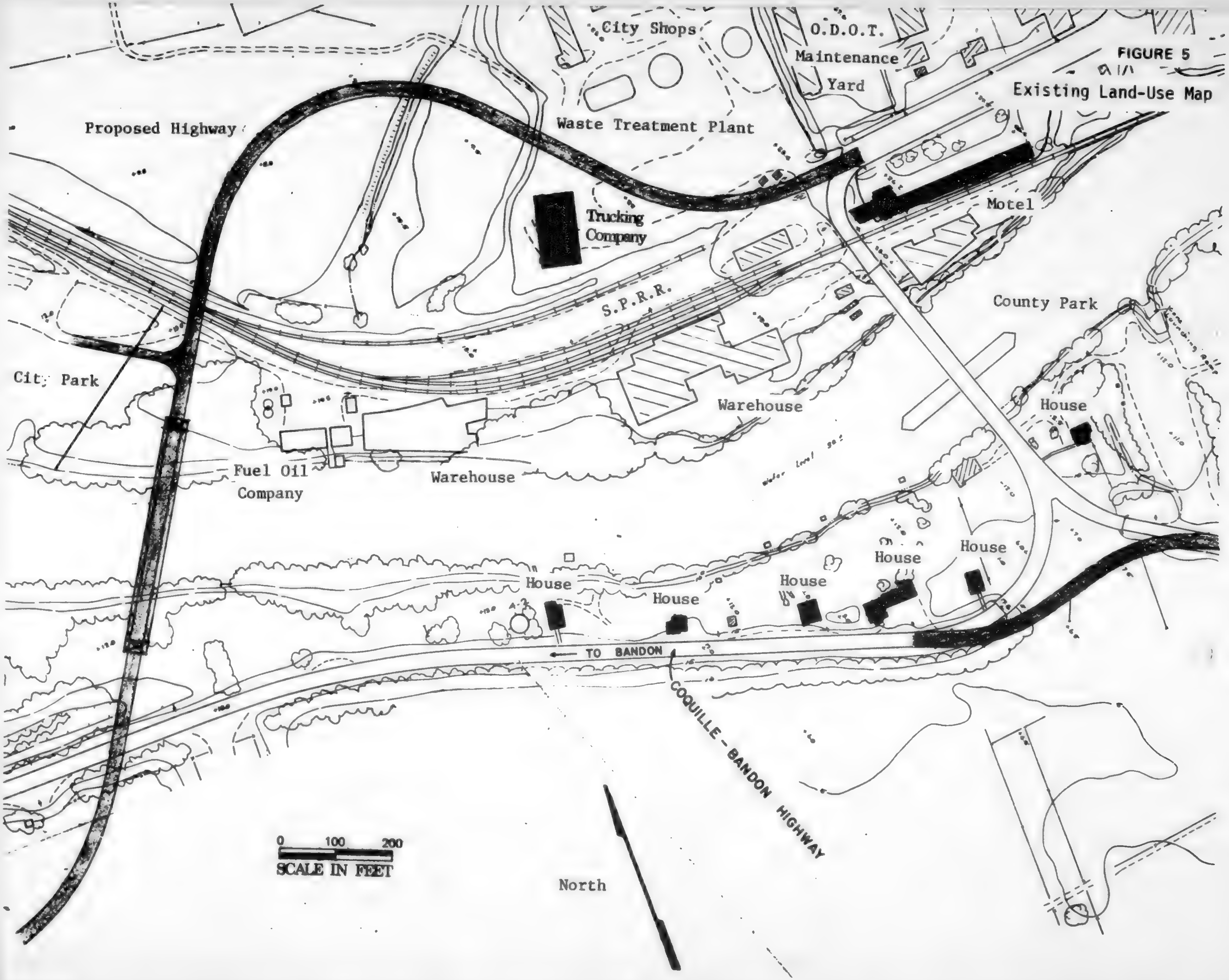


FIGURE 5

Existing Land-Use Map

City Shops
O.D.O.T.
Maintenance
Yard
Proposed Highway
Waste Treatment Plant
Trucking
Company
Motel
S.P.R.R.
County Park
City Park
Warehouse
Fuel Oil
Company
Warehouse
House
House
House
House
House
House
TO BANDON
COQUILLE - BANDON HIGHWAY
0
100
200
SCALE IN FEET
North

Project Conformance with Statewide Planning Goals and Guidelines

The draft Coquille Comprehensive Plan has not yet been acknowledged by the Department of Land Conservation and Development. Staff members of the department, indicated that the agency was awaiting the Coquille River Estuarine Management Plan. The comprehensive plan itself posed no obstacles to approval.

Table 2 shows project conformance with applicable statewide goals. The following is a discussion of goals as presented in the table. Goals not applicable to the project are not discussed.

1. Citizen Involvement: a public hearing will be held in conjunction with this environmental assessment. The City of Coquille 1995 Comprehensive Plan, which calls for replacement and/or relocation of the Coquille River Bridge, documents extensive citizen involvement.

2. Land Use Planning: the project will replace an existing facility and provide improved access to the downtown area. Direct land use impacts would be minimal.

3. Agricultural Lands: the project will traverse approximately 6.7 acres of of Capability Class II-IV agricultural soils that lie outside the Urban Growth Boundary. These soils have limitations because of climate influences and wetness. Only 1.3 acres are being used to raise a cultivated crop, with the remaining 5.4 acres used for pasture.

5. Open, Scenic Historic: the existing Coquille River Bridge is one of four existing swing span bridges in the State of Oregon. It is not eligible for the National Register of Historic Places.

6. Air, Water, Land: the project would have no impact upon air quality. It will have no long-term impact upon water quality. It will have minimal impacts to land resources.

7. Natural Hazards: the project will encroach upon the 100 year floodplain, resulting in a minor loss of flood storage.

8. Recreation: the project would not adversely affect Sturdivant Park. Noise levels would not exceed the 67 dBA federal design levels at the eastern park boundary.

11. Public Facilities: the project will require only routine relocation of utilities.

12. Transportation: this project is specifically called for in both the City of Coquille 1995 Comprehensive Plan and the 1990 Preliminary Traffic and Circulation Element.

13. Energy: as a replacement for the existing bridge, the long term energy impacts of the project are inconsequential. Construction energy impacts are unavoidable, but will occur once only.

TABLE 2

LCDC GOAL CONFORMANCE REVIEW

Goal	Not Applicable	Applicable Consistent	Applicable, Potential Conflicts
1 Citizen Involvement		X	
2 Land Use Planning		X	
3 Agricultural Lands			X
4 Forest Lands	X		
5 Open, Scenic Historic		X	
6 Air, Water, Land		X	
7 Natural Hazards		X	
8 Recreation		X	
9 Economy	X		
10 Housing	X		
11 Public Facilities		X	
12 Transportation		X	
13 Energy		X	
14 Urbanization		X	
15 Greenway	X		
16 Estuary		X	
17 Coastal Shores		X	

14. Urbanization: the project will facilitate access from the south side of the river to the downtown area. Provision of emergency services from downtown to south of the river would be facilitated.

16. Estuary: the bridge replacement would occur on the Coquille River Estuary, which is under the jurisdiction of the Coquille Estuary Management Plan. Both the Comprehensive Plan and the Management Plan recognize the replacement and/or relocation of the Coquille River Bridge. Bridge crossings in aquatic areas are an allowable land transportation facility in the management plan.

17. Coastal Shores: the same comments apply as for number 16, estuary.

Land Use Trends

Since the city was founded, most growth and development has occurred north of the floodplain and to the east and northwest into the surrounding mountains. Growth will continue in these directions. The area directly north of the city limits is becoming urbanized, and industry has grown westward along the river. Growth areas north of the river have been included within the urban growth boundary. Since the urban growth boundary is located at the north bank of the river no development will occur on the agricultural lands to the south of the river.

Impacts

Land use impacts are limited to the immediate right-of-way needs of the project. Current zoning south of the river is agricultural, while the vacant land traversed by the project on the north side is floodplain and open space. The remaining segment is zoned general commercial. Proposals for new county zoning retain existing land uses on both sides of the river. Therefore, the project is not expected to trigger any land use changes.

Right-of-Way Impacts

The project will require about 6.7 acres of agricultural land, 1.3 acres of land in industrial use and three acres of land which is either in use as a road or is vacant. The agricultural land consists primarily of pasture (about 5.4 acres) with a lesser amount (about 1.3 acres) in cultivation. Seasonal flooding and a high water table limit the agricultural value of these lands.

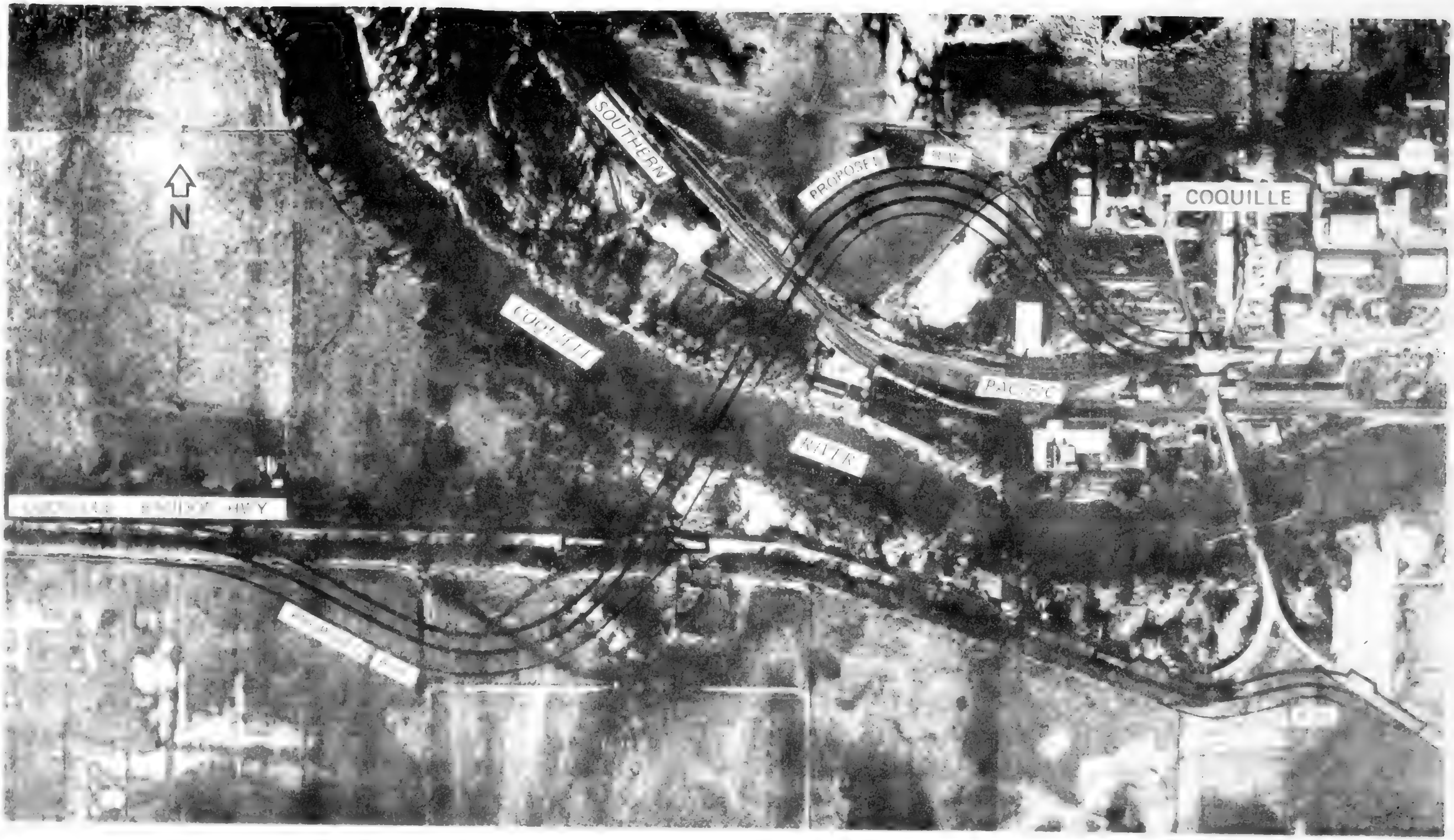
Project right-of-way would not impinge upon Sturdivant Park. The park boundary lies 40' to 140' west of the project right-of-way (see Figure 5).

The total right-of-way acquisition for the Build Alternative is approximately 11 acres. A total of six separate tax lots, all partial acquisitions, would be affected. The estimated right-of-way cost for the Build

Alternative is $210,000 (1980 dollars). In accordance with right-of-way acquisition procedures, business properties (land and improvements) are purchased at fair market value.

The proposed alignment contains public utility lines, both above and below ground. Implementing the Build Alternative would necessitate adjusting some of these utility lines. Routine coordination with the affected utility and service agencies would be conducted prior to construction.

FIGURE 6
RIGHT OF WAY IMPACTS
ALTERNATIVE 1


SOUTHERN
PROPOSED
R/W
COQUILLE
N
COQUILLE
PACIFIC
RIVER
BANDON HWY

ECONOMICS

Affected Environment

The lumber and wood products industry in Coquille employs approximately 40 percent of the work force. Most of these employees work for Roseburg Lumber Company, Georgia-Pacific Corporation, or Westbound Wood Products. Government, one of the fastest growing sectors in Coos County, provides work for almost 30 percent of the working populace, and wholesale and retail trade employs almost 11 percent.

Impacts

Constructing highway improvements involves several direct economic benefits for highway construction and other related industries, including contracts, employment, wages, and profits. Both state and local economies are affected, and both reap economic benefits.

Another monetary effect is the loss to the tax base (converting private land to public land). The effects of this loss, although inevitable, would be negligible for the Build Alternative. The estimated tax base loss resulting from right-of-way acquisitions is shown in Table 3. This loss is negligible, amounting to an equivalent reduction in tax revenue of $2,450. The city's tax rate would be adjusted slightly to restore revenue no longer available from the property tranferred to public ownership.

TABLE 3
Estimated Tax Base Loss

	City of Coquille
Private Property acquired	10 acres
Assessed value of right-of-way ($)	114,000
Annual Tax revenue loss ($)	2,450

The total estimated cost of the Build Alternative is $3,500,000. Table 4 gives a breakdown of right-of-way requirements, displacements, and estimated costs for the Build Alternative:

TABLE 4
Right-of-Way Requirements, Displacements and Estimated Costs

Property Acquisition (acres)	10
Number of Parcels	6
Displacements	0
Cost ($):	
Acquisition	100,000
Total right-of-way cost	100,000

Economic Development Impacts

Since the present bridge limits traffic to legal loads and obliges one-way traffic with large trucks, the new structure would be beneficial to regional economic development by providing a structure with adequate capacity for modern trucks.

However, the project would not immediately alter the economic character of Coquille. Land use and zoning would remain the same and the project would not affect services in the city.

The No-Build Alternative would require no new right-of-way. It would convert no additional property to transportation use. It would prove a hindrance to local and regional economic development insofar as legal load limits and one-way traffic are a hindrance to trucks.

Selecting the No-Build Alternative would forfeit the local "multiplier effect" of the expenditures associated with the Build Alternative. Inflation and increasing labor and material costs would make any subsequent transportation improvement proposal more expensive.

The No-Build is in potential conflict with the local economic goals of Coquille and Coos County. Selecting the No-Build appears to contradict the city's development plans.

NAVIGATION

Affected Environment

The Coquille River is listed as a navigable waterway by the United States Coast Guard. At one time, the river was navigable up to the City of Coquille. However, this is no longer true due to debris and erosion.*

The United States Army Corps of Engineers has begun a navigation study of the Coquille River. The Corps was consulted concerning the navigational needs and use of this stretch of the Coquille River. Corps personnel stated** that there are no statistics on commercial navigation above Bandon because there is none. The Corps has authority to dredge a 13 foot deep channel to one mile above the old lighthouse at Bandon (River Mile 1.3) and authority to snag only (no dredging) to the highway bridge at Coquille. Beyond the dredge at the lighthouse, the river is too silted in for commercial traffic, and there are no plans for dredging or commercial navigation beyond this point. The only navigation at Coquille is recreation traffic.

Other than for required annual Coast Guard openings and occasional maintenance openings, the bridge has been opened twice since 1971. These two openings have been for a single fishing vessel making a round trip.

The only known need to open the span at the present time is for a movable pile driver owned by the Georgia Pacific Company. This pile driver is 23 feet wide.

The existing swing span structure provides unlimited vertical clearance and 100 feet of horizontal clearance when fully opened.

In May of 1979, members of the Port of Coquille Commission met with a representative of the Oregon Transportation Commission to discuss the relationship of the replacement structure to navigational needs. The port members indicated that they were not aware of any river commerce above the existing structure. They were aware of a long time proposal to dredge the river to the head of the tidewater, but this project is not active. The members did not want a structure that would rule out the future possibility of dredging, nor did they want a lot of money spent for a drawspan or high level structure. A pull-out span was deemed adequate.

Impacts to Navigation

Figure 7 is a preliminary sketch of the proposed structure with a rollout section. The rollout span will provide 40 feet of horizontal clearance and unlimited vertical clearance. The maximum horizontal width of 40 feet was governed by the weight of the rollout span that could effectively be moved for opening. Since there is no commercial traffic at present, none planned, no dredging operations, and the moveable pile driver is 23 feet wide, the 40 foot wide rollout span appears to be adequate to handle existing and forseeable navigational needs.

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*Draft, City of Coquille 1995 Comprehensive Plan.

**Joe Heidel, Plan Formulation Section, personal communication.

TRAFFIC

Affected Environment

Figure 8 shows the traffic on the existing facility. About 2300 vehicles cross the facility daily. The safety hazards associated with the existing structure have been previously discussed.

Traffic Impacts

Figures 8 and 9 show that there are essentially no differences in projected traffic between the Build and No-Build Alternative. However, the safety hazards associated with the present structure would be eliminated.

FIGURE 7
PRELIMINARY SKETCH PLAN OF ROLLOUT SECTION

SIDE VIEW

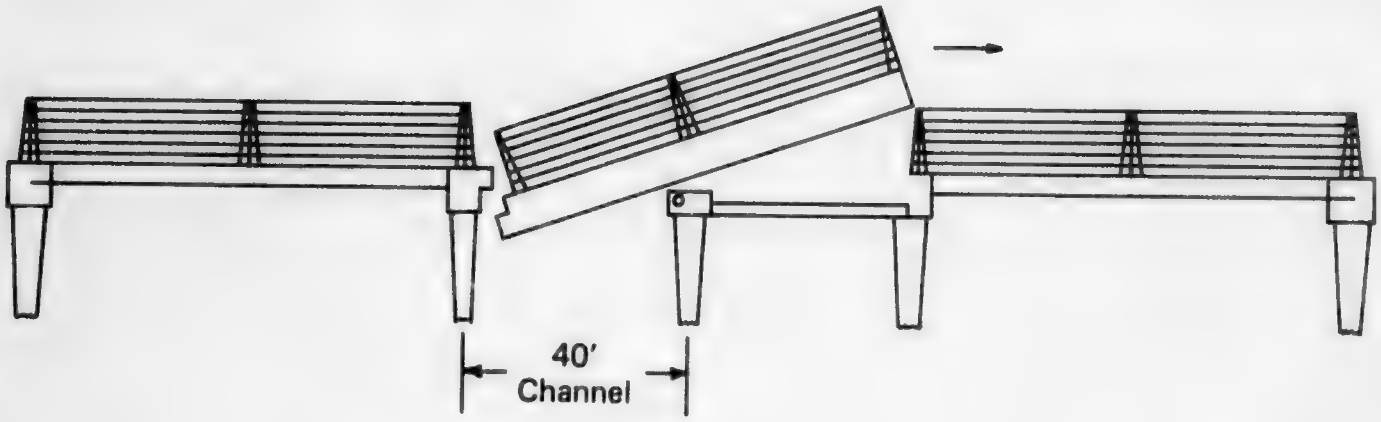


FIGURE 8
EXISTING AND PROJECTED TRAFFIC
NO BUILD ALTERNATIVE

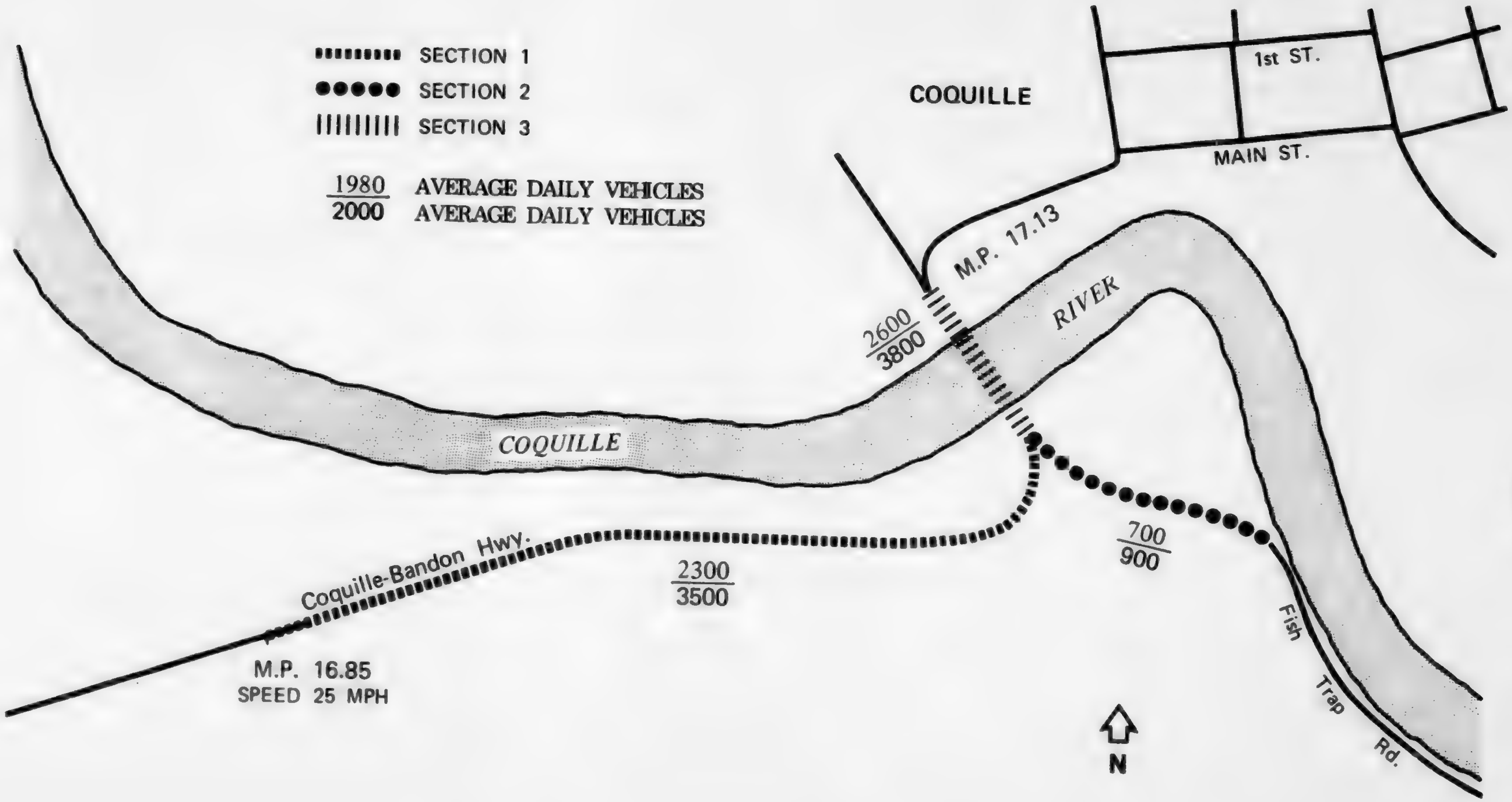
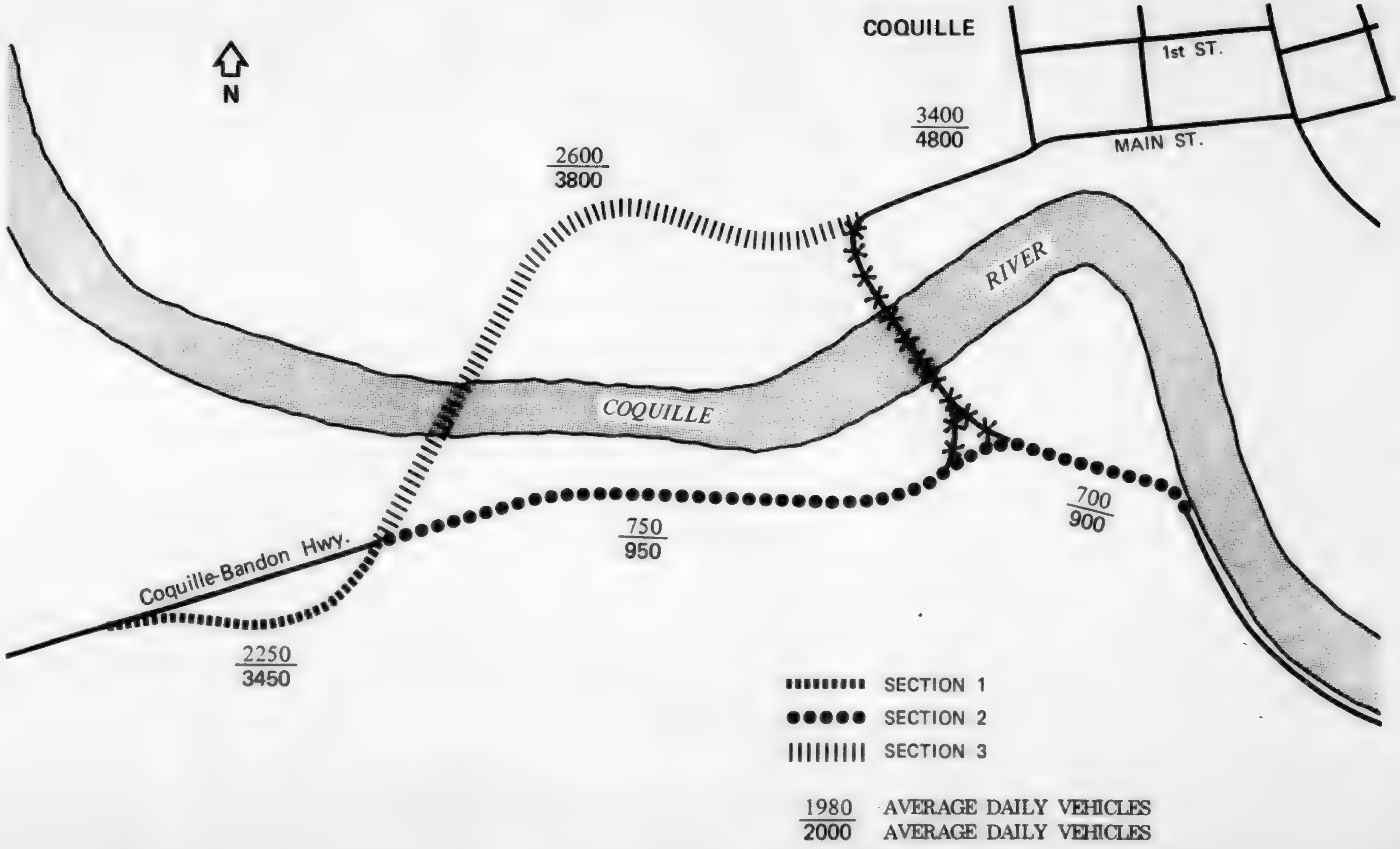

▪▪▪▪▪▪▪▪ SECTION 1
●●●●● SECTION 2
||||||||| SECTION 3
1980 / 2000 AVERAGE DAILY VEHICLES / AVERAGE DAILY VEHICLES
COQUILLE
1st ST.
MAIN ST.
M.P. 17.13
2600 / 3800
RIVER
COQUILLE
Coquille-Bandon Hwy.
2300 / 3500
700 / 900
Fish Trap Rd.
M.P. 16.85
SPEED 25 MPH
N

FIGURE 9
EXISTING AND PROJECTED TRAFFIC
BUILD ALTERNATIVE



COQUILLE
1st ST.
MAIN ST.
N
3400/4800
2600/3800
RIVER
COQUILLE
700/900
750/950
Coquille-Bandon Hwy.
2250/3450
SECTION 1
SECTION 2
SECTION 3
1980 AVERAGE DAILY VEHICLES
2000 AVERAGE DAILY VEHICLES

NOISE

Existing Sound Environment

The primary sound source in the project area is traffic noise from the Coquille-Bandon Highway. Secondary sounds are created by the lumber mill to the east, the Southern Pacific Railroad, and the natural sounds of the area. Land use in the project vicinity is described on pps. 20-21, and is shown on Figure 5.

The city park is not located near the existing highway, but is adjacent to the new proposed alignment. A measurement was taken in the eastern portion of the park. The sound levels ranged from 42-49 dBA. The Leq level was 45 dBA.* Figure 10 will help to put these values into perspective by listing some common sounds and their approximate sound level.

Traffic Noise Analysis

There are two criteria by which traffic noise impacts can be determined:

1) Design Noise Levels - Design noise levels are established according to various types of land use. Activity Category "B" is of special concern since it includes the exterior noise levels at residences, churches, schools, and parks. The design noise level for this category is Leq 67 dBA. Another design noise level of concern is that of Activity Category "E". This level (Leq 52 dBA) applies to the interior spaces of residences, churches, and schools.**

2) Noise Increase Criteria - When the predicted traffic noise substantially exceeds the existing sound levels, by 10 dBA, a traffic noise impact is said to occur.***

Both sets of criteria apply to this report.

Traffic noise projections were made with an FHWA Highway Traffic Noise Prediction Model. This model computes noise levels using automobile volume, truck volume, vehicular speed, and distance from the roadway.

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*The Leq level is an equivalent continuous sound level which would contain the same sound energy as a time varying sound of the same duration. The measurement units are decibels with an A-weighted frequency response (dBA). This measurement unit closely matches the hearing characteristics of the human ear.

**If the building has windows which are opened for ventilation purposes, a difference between the exterior and interior noise levels can be assumed to be 10 dBA. Thus, an interior level of Leq 52 dBA will correspond with an exterior level of Leq 62 dBA.

***Sound level increases of about 3 dBA can be assumed to be the smallest change readily detectable by people. A 10 dBA increase is usually perceived as a doubling of loudness.

The worst traffic noise period of the day was used in the noise analysis. This period is the peak truck hour. Table 5 and Figure 11 show the traffic data for this period. Using these data, the Leq level was calculated for each road section at a distance of 50 feet from road centerline. The calculated Leq levels for the No-Build and the Build Alternatives are shown in Table 6. Table 6 also shows the calculated location of the interior design noise level contour (Leq 52 dBA)* and the exterior design noise level contour (Leq 67 dBA) for residences, motels, and parks.

The Build Alternative will increase the existing sound levels along the new route of the highway. The increase will be caused in part by the higher vehicular speeds associated with the improved alignment. In addition, the new route will introduce traffic noise into presently quiet areas. Bypassed portions of the existing highway will have decreased sound levels.

The number of receptors impacted by traffic noise associated with each alternative is shown in Table 7. This table shows that the Build Alternative will decrease the number of impacted residences from 5 to 0. Both alternatives will impact the motel located near the north end of the existing bridge.

The city park will experience a 13-20 dBA increase in sound levels along its eastern boundary. Noise levels will not exceed the FHWA design noise level of 67 dBA. There are no noise sensitive activities or areas of frequent human use in the portion of the park subject to the noise increase. Therefore, the park will not be impacted by either the No-Build or the Build Alternatives.

Evaluation of Alternative Abatement Measures

Traffic Management

The use of traffic management to reduce traffic noise is not practical. The Coquille-Bandon Highway is part of the state highway system. Vehicle restrictions, modified speed limits, and time-use restrictions would all interfere with the movement of commerce and would not be compatible with the designated use of this highway.

Alternative Road Designs

Changes in the horizontal alignment for the purpose of reducing noise levels does not appear practical. The new alignment would have to be moved at least 130 feet eastward to avoid the significant noise increase at the city park. Such a move would require the relocation of a fuel oil company. In addition, the eastern boundary of the park would still be exposed to a sound level increase of 9 dBA. Though not significant. it would still be perceivable.

---

*Assuming windows are open and a 10 dBA difference between exterior and interior sound levels, the level equals an exterior sound level of Leq 62 dBA.

FIGURE 10

TYPICAL A WEIGHTED
SOUND PRESSURE LEVELS

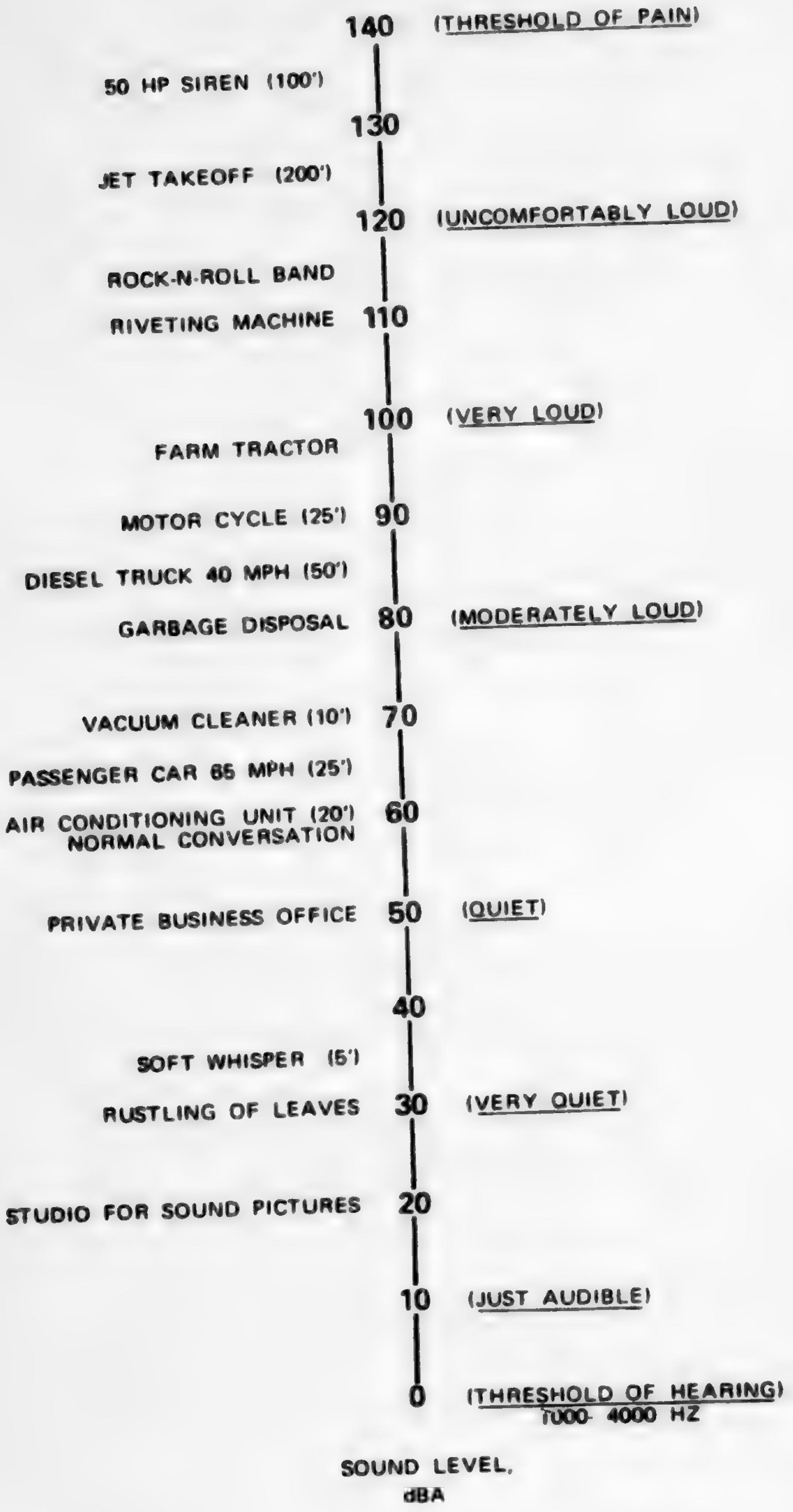


FIGURE 11

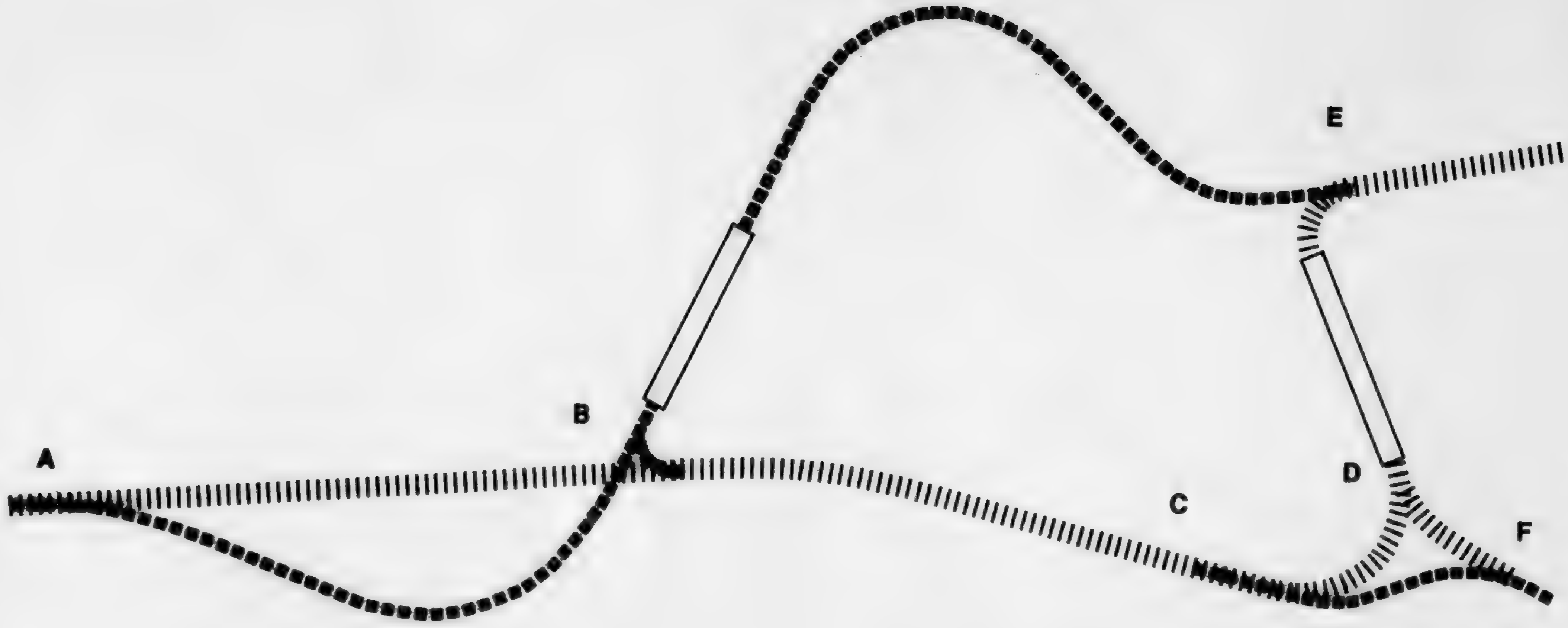


TABLE 5

TRAFFIC DATA

Road Section (Figure 11)	Year	Autos[1]	M. Trucks[2]	H. Trucks[3]	Speed
No-Build Alternative					
ABCD	1984	140	3	20	25 mph
	2000	195	4	27	25 mph
DF	1984	45	1	3	25 mph
	2000	55	1	4	25 mph
DE	1984	155	4	23	20 mph
	2000	205	5	32	19 mph
Build Alternative					
AB	1984	140	3	20	35 mph
	2000	195	4	27	35 mph
BCF	1984	45	1	3	30 mph
	2000	55	1	4	30 mph
BE	1984	155	4	23	35 mph
	2000	205	5	32	35 mph

1) Peak Hour Autos
2) Peak Hour Medium Trucks (six tires)
3) Peak Hour Heavy Trucks (three or more axles).

TABLE 6

PREDICTED TRAFFIC NOISE LEVELS

Road Section	Year	Leq Level at 50 feet	Distance to Interior Design Noise Level	Distance to Exterior Design Noise Level
No-Build Alternative				
S-ABCD	1984	62 dBA	50 feet	25 feet
	2000	63 dBA	65 feet	30 feet
S-DF	1984	54 dBA	less than 20 feet	less than 20 feet
	2000	56 dBA	less than 20 feet	less than 20 feet
S-DE	1984	61 dBA	45 feet	20 feet
	2000	62 dBA	55 feet	25 feet
Build Alternative				
S-AB	1984	65 dBA	75 feet	35 feet
	2000	66 dBA	90 feet	45 feet
S-BCF	1984	56 dBA	20 feet	less than 20 feet
	2000	57 dBA	25 feet	less than 20 feet
S-BE	1984	65 dBA	80 feet	40 feet
	2000	67 dBA	100 feet	50 feet

TABLE 7

TRAFFIC NOISE IMPACTS

	Residences	Motels
No-Build Alternative		
1984	5	1
2000	5	1
Build Alternative		
1984	0	1
2000	0	1

Changes in the vertical alignment for the purpose of mitigating noise impacts do not appear practical. The proposed vertical alignment is designed to allow for the railroad crossing, the park entrance, and the river crossing. Lowering the alignment is not possible. Raising it would not be practical or acoustically effective.

Although the route will increase noise levels at the city park, it will eliminate five residential impacts.

Sound Barriers

The noise impact at the motel cannot be mitigated with a sound barrier. The motel requires direct access to the highway. These accesses would not allow for the design of an effective acoustic barrier.

The noise levels at the city park can not be reduced with a sound barrier. The park entrance, the nearby railroad crossing, and the nearby river crossing would all conflict with the design of an effective barrier. In addition, the area is not presently used for recreational purposes.

Buffer Zones

Any future developments (residences, schools, churches, or parks) located within the distances shown in Table 6 and 7 would be in conflict with FHWA design noise levels. Where practical, future developments should be planned such that noise sensitive activities are located farther from the roadway than those distances shown in the tables.

Construction Noise Analysis

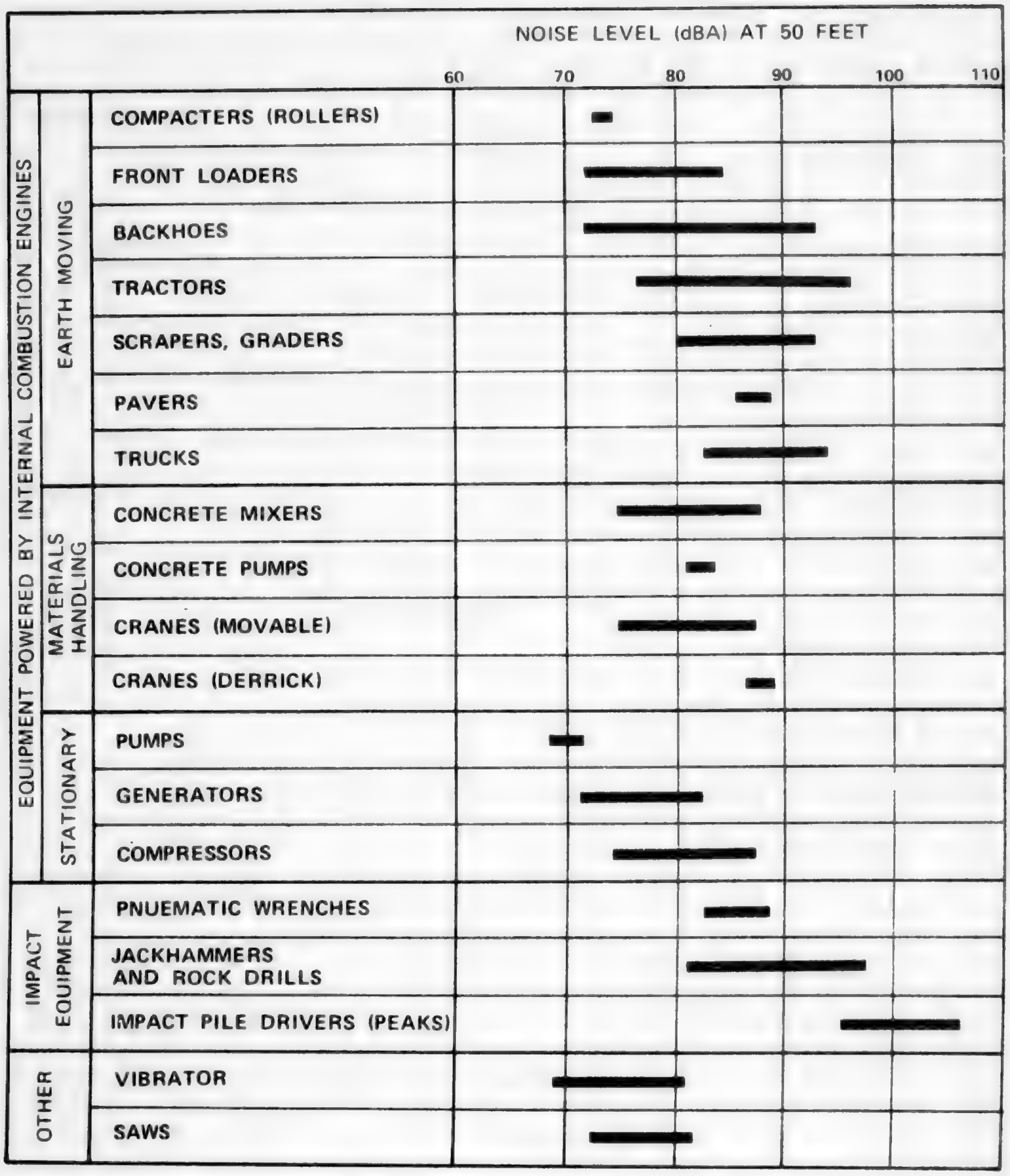
Areas adjacent to the project will be exposed to additional noise emitted by construction equipment during construction. Figure 12 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during project construction. Areas adjacent to the right-of-way line would be exposed to high noise levels during project construction. Residences will be exposed to the noise created by the removal of the existing bridge. The removal will probably require jack hammering of the bridge deck and blasting of the bridge footings. The remaining bridge structure will be dismantled or relocated.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

FIGURE 12

CONSTRUCTION EQUIPMENT NOISE RANGES



3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

5. Rock crushing or screening operations performed within 3,000 feet of an occupied dwelling shall block the direct view of the affected dwelling units through the strategic placement of material stockpiles or as directed by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Schedule noise construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be done.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

AIR QUALITY

Affected Environment

The Coquille area is not expected to have problems with transportation caused pollutants due to the favorable meteorological conditions which exist there. The Coquille area is an "Attainment Area" as categorized by the Clean Air Act Amendments of 1977, which indicates that all pollutants comply with the Air Quality standards.

Environmental Impacts

The Environmental Protection Agency's computer program was used to calculate motor vehicle emission factors.

Carbon monoxide and reactive hydrocarbons would decrease during the first year of operation (1984) and in the year 2000, with both the Build and No-Build alternatives. No ozone impacts are predicted.

Nitrogen oxides, total suspended particulates, and lead would be greater with the Build Alternative than the No-Build. There would be no violation of the Annual Geometric Mean for total suspended particulates in 1984, but the standard may be exceeded in the future. A 35% reduction in total lead emissions from 1980 to 2000 is predicted for the Build Alternative.

Construction Impacts

Carbon monoxide emissions and total suspended particulates will be increased during the time of construction. Due to the extremely low CO concentrations expected during construction, no mitigation is necessary. To mitigate the increased total suspended particulates, dust palliatives, such as watering, will be required to control dust generation.

Project Consistency

Based upon the anticipated reduction in air quality impacts, it is the conclusion of the Oregon Department of Transportation that the proposed project is consistent with the goals of the Oregon Clean Air Act Implementation Plan.

CULTURAL RESOURCES

Affected Environment

Cultural Resources

A survey was taken of all the properties in the vicinity of the project alignment and the criteria of eligibility for the National Register were applied. The State Historic Preservation Office (SHPO) was consulted and concurred with the finding that none of the buildings in the area were eligible for the National Register of Historic Places. One structure in particular, the Coquille River Bridge, was researched for National Register eligibility.

Built in 1921-22, the Coquille River Bridge is one of seven swing spans on Oregon's highway system, and one of the four extant through-truss swing spans on state highways. Six of the remaining swing spans in Oregon may be replaced within the next decade. Because of these features, a request was made to the State Historic Preservation Office for a determination of eligibility to the National Register of Historic Places. Citing the bridge's poor condition, structural inadequacies, and other swing spans in better condition, the SHPO determined the Coquille River Bridge to be ineligible for the National Register.

Archeological Resources

Because of commercial and urban development on the north bank and the fact that the bulk of the project alignment is located in the river floodplain, an archeological survey of the area is not necessary. The floodplain is inundated annually by the Coquille River, and sedimentation has obliterated the potential for surficial cultural deposits.

Environmental Impacts

Cultural Resources

None of the properties in the project area are eligible for the National Register of Historic Places.

Mitigation and Coordination

If the Build Alternative is selected, a photographic survey of the Coquille River Bridge will be made prior to demolition.

The procedures used in determining the historic values of these sites comply with Section 106 of the National Historic Preservation Act and Executive Order 11593.

Cultural Resources Discovered During Construction

In the event that archeological resources are discovered during the construction of the project, appropriate mitigational measures will be followed to insure their identification, evaluation, and disposition.

In the event that an Indian burial is found, the SHPO and the Oregon State Museum of Anthropology will be contacted. These agencies will coordinate with the appropriate Indian organization for transfer of the remains to another grave site. If the construction uncovers fossilized bones or other material of paleontological importance, the State Museum of Anthropology will be notified for appropriate assessment and action.

APPENDIX

LETTER FROM STATE HISTORIC PRESERVATION OFFICE

xc- [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

November 12, 1980

In Reply Refer to
File No.:

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310

ATTN: Maxine Banks

Dear Mr. Dykman:

RE: Coquille River Bridge
Coos County

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:nmw

CON 14-1
Coquille

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
AUG 24 '81
REFER TO
R
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.: ENV 3

August 21, 1981

Mr. John E. Mikesell
Chief, Bridge Section
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

RE: Coquille River Bridge Replacement
Coquille-Bandon Highway
Coos County, Oregon

Dear Mr. Mikesell:

Enclosed for your review is a copy of the Final Environmental Assessment (EA) for the Coquille River Bridge replacement project. The document has been changed to address points raised in your July 22, 1981 letter, which commented on the preliminary EA. To facilitate your review, the following responses, in the order of comments appearing in your letter, are provided.

1. The Navigation section of the document has been revised to reflect the concerns expressed in this comment. The changes are on page 25 of the document. Joe Heidel of the Plan Formulation Section of the Portland District Corps of Engineers provided information for revisions to the section.

2. The effect of improved access on Sturdivant Park was considered pursuant to Section 4(f) of the Department of Transportation Act.

   Under Section 4(f), "use of land" ordinarily involves encroachment on park property by a transportation project. This project avoids park property entirely and therefore this aspect of 4(f) does not apply. Section 4(f) would also apply where a project has severe adverse impacts, such as severe increases in noise or air pollution, or access disruption even where no acquisition is involved. None of these eventualities would occur with this project.

Sturdivant Park is presently accessible and trash dumping and wood cutting has occurred. While improved access certainly would not reverse these occurrences, better accessibility would not be responsible for them either. Preventing these happenings would be the responsibility of local law enforcement officials.

Improved access might result in an increase in bank fishermen, the primary park users, but this modest beneficial effect does not require the preparation of a 4(f) statement.

3. A Wetland Finding on the project will be prepared after public and agency review and if the final decision is to advance a build alternative. This statement has been added to the text.

4. A more exacting hydrological assessment of floodplain impacts cannot be prepared until design maps of the bridge structure have been prepared. However, while the project is significant as a connector of two major regional highways, its impact on the floodplain is not. This is because the 7.7 acres of encroachment is miniscule compared to the total size of the 100 year floodplain.

   The discussion of floodplain impacts has been made a separate section of the assessment to facilitate review.

I hope that the above satisfactorily answers your comments on the preliminary EA. It would be appreciated that any additional comments you may have on the EA be returned within 30 days. Please do not hesitate to contact my office if you have further concerns.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:TA:lb

Enclosure

bc: H. S. Coulter
E. S. Hunter
Walt Hart
A. Shirley, Jr.
Dale Wilken, FHWA

CON 19-1
Coquille
Jr

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-50(2)
Coquille River Bridge
Replacement Testing Information

Date: August 4, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Of the three alternates you are studying for the Coquille River Bridge in Coquille, two are on new alignment and Alternate 2 is located just to the west of the existing structure and will include a ramp which will be required to connect to Fish Trap Road. All approaches are in an old flood plain area and subject to unknowns of fill settlement and possible lateral movement which could affect the piling of the new structure.

It would seem appropriate to obtain sufficient substrata data to determine time settlement conditions.

We recommend in the preferred route that foundation information be obtained using the Shelby tube sampler. The samples should be used for triaxial shear and consolidation testing. We also recommend that vane shear tests also be obtained to assist in the soils evaluation.

✓ Please let us know the results of this testing.

For Dale E. Wilken

cc:
OSHD (G C Wills, Loc)
OSHD (F W Yarbrough, Loc)
OSHD (W J Hart, Br)
FHWA Reg 10 (R Chassie, HDE-010.4)

RECEIVED
STATE HWY ENGR
AUG 7'81
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act File

cj
8/10

GENERAL FILES

MAI

STATE OF OREGON

INTER-OFFICE MEMO

Highway Division - Region 3   440-3399

TO: R.L. Schroeder
Asst. State Highway Engineer

DATE: July 21, 1981

FROM: J.X. Wilson
Regional Maintenance Engineer

ORIGINAL SIGNED BY J. X. WILSON

SUBJECT: Coquille River Bridge

Attached is the latest inspection report covering the subject structure. As you can see, there are many "2's" in the areas of piling, caps and stringers. According to the criteria, a rating of 2 is justification for closure if not immediately correctable. A rating of 3 is justification for restricting truck traffic.

We are currently working on the subejct structure to correct major accident damage. We will continue to do the necessary repairs to eliminate the 2 and 3 ratings. These repairs are estimated to cost approximately $25,000 and will require some significant period of time to complete the work. Work to eliminate ratings of 5 or less is estimated to be in the neighborhood of $100,000.

I have two questions to ask of you.

1. Can we get a restriction to truck traffic (maybe a 10-ton load limit) until necessary repairs are made and it can be determined how to load-rate the structure. There is an alternate route most truckers use.

2. How much money do you feel we should spend on a structure that is planned for replacement in four to five years.

As I stated, we are proceeding with repairs and are soliciting your recommendation on how far to go.

jxw/cp
attach.
cc: H.S. Coulter
B.E. Brown

7-30-81
Cy Allie Parent

RECEIVED
STATE HWY ENGR
JUL 22 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Contains Recycled Materials
81-125-1367

CONDITION RATING GUIDE

Condition	Rating	Item 58, 59, 60, 62 - Primary Elements (Load carrying members)	Secondary Elements (Minor members or systems)
Good	9	Item in new condition.	New condition
	8	Item needs no repair.	No repair needed
	7	Potential exists for minor repair. Defect in primary element that will not progress to a serious condition if not repaired within a one year period. Defective secondary or minor element.	Minor repair needed
Fair	6	Potential exists for major repair. Defective primary element that is vital to the structural integrity of the item. Item is still performing the function for which it was intended.	Major repair needed
	5	Potential exists for minor rehabilitation. Similar to 6 except that defects are more extensive and may require more than routine repair. Item is performing the function for which it was intended, but at a minimum level.	Minor rehabilitation needed
Poor	4	Item marginally adequate to support unrestricted legal loads. Similar to 6 except that defects are more serious and repairs should be scheduled as soon as possible. Posting should be considered to restrict overloads until repairs are completed.	Major rehabilitation needed
	3	Item inadequate to tolerate legal loads. Defective primary element is failing and will not support trucks. Post bridge to restrict truck traffic. Continued inspection indicates failure is not progressive under light loads.	Element is failing
Critical	2	Item inadequate to tolerate any live load - defective primary element has failed and will not support live load. Bridge should be closed.	Element has failed
	1	Bridge closed - could be reopened after complete rehabilitation	
	0	Bridge closed - beyond repair.	

BRIDGE INSPECTION REPORT

BRIDGE NO. 0598

St. Thru Swing Span

OREGON STATE HIGHWAY DIVISION

GE TYPE Ertr Spans NAME Coquille River HWY. NO. 241 MILE POST 17.08
SSING (OVER, ~~UNDER~~) River COUNTY Coos INSPECTORS' Duane Kirby
RICT 7 YEAR BUILT 1921 PHOTOS ______ DATE 6 - -81 SIGNATURES

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. END BENTS	Caps	3	
	Piles	2	
	Footings	8	
	Footing Piles	8	
	Backwalls, Bulkheads	8	
	Wings	8	
2. INTERIOR PIERS OR BENTS	Caps & sills	2	
	Columns, Posts	3	
	Footings	8	
	Footing Piles	8	
	Piles	2	
	Bracing	6	
3. Debris on Seats		8	
4. Paint		/	
5. Collision Damage		N	
6. Scour		8	
7. Settlement (Footing or Piling)		8	
INSPECTOR'S CONDITION RATING (60)		2	/

CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	8
2. Embankment Erosion	8
3. Drift	8
4. Vegetation	5
5. Channel Change	N
6. Fender System	5
7. Spur Dikes & Jetties	N
8. Riprap	8
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	5

SUPERSTRUCTURE (59)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. Stringers		3	
2. Girder or Beams		8	
3. Floor Beams		8	
4. TRUSSES	Chords	8	
	Web Members	8	
	Portals	7	
	Bracing	8	
5. Diaphragms, Bridging		8	
6. Bearing Devices (see note)		8	
7. Paint		5	
8. Rivets or Bolts		8	
9. Welds		8	
10. Collision Damage		7	
11. Deflection under Load		6	
12. Alignment of Members		7	
13. Vibrations under Load		7	
14. Machinery (Movable Spans)		7	
INSPECTOR'S CONDITION RATING (59)		3	2

CULVERTS & RETAIN. WALLS (62)		
1. Barrel or Wall	Concrete	
	Steel	
	Timber	
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		/

DECK (58)	Condition Rating
1. Deck — Structural Condition	5
2. Wearing Surface	8
3. Deck Joints	8
4. Curbs, Felloe Guards	4
5. Sidewalks	4
6. Parapet, Concrete Barrier	/
7. Railing, Posts	5
8. Median Barrier, Railing	/
9. Paint	5
10. Drains	8
11. Lighting Standards	/
12. Utilities	8
13. Vibrations in Deck	7
INSPECTOR'S CONDITION RATING (58)	5

APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	5
2. Shoulder Embankment	8
3. Relief Joints	/
4. Approach Slab	/
5. Guardrail East end	8
INSPECTOR'S CONDITION RATING (65)	5
SAFETY FEATURES (36)	0 0 1 0
APPR. ALINE. (72)	2

SIGNING	
1. Posted Loading	
2. Legibility	
3. Visibility	
INSPECTOR'S CONDITION RATING	8

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

65-1 AC at Bent #1 AC broke out
58-7 Several rail posts are decayed
58-9 rail need painted
58-4 Felloe guard is ripped out span #1,2 Lt. side and Rt side span #23
61-4 vegetation needs cut
58-5 Lot of the bracing under sidewalk is Loose at one end

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	
	65-1 patch AC at Bent #1	300		
	58-7 replace decayed rail Posts	2500		
	58-9 paint rail	1000		
	58-4 replace Felloe Guard span #1,2 Lt.	2500		
	61-4 remove vegetation	500		
	58-5 repair Loose bracing under sidewalk	1000		

NOTE: List under maintenance and be[illegible]ment recommendations all necessary channel clear[illegible] revetments, bank protection, channel changes, stream bed pavements, ripra[illegible]rk, underpinning or other foundation protection, [illegible]der and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair of whatever character.

Hwy# 244 MP 17.08 Br# 0598

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

Stringers

span #2 stringer #1 completely decayed
span #4 stringer #1 has some decay
span #23 stringer #2 has (completely) decay in end
other spans have decay in stringers
such as span #16 which has a lot of helper
stringers
span #18 stringer #2 has 5" of decay

Bracing span #5 Lt. Line. Bracing decayed

Deck

58-1,2 Deck has decay in several areas
mainly on edges under felloe Guard.

caps & sills

Need TO replace 11 caps or & sills

piles & posts

Need TO replace 39 piles or & posts

Hwy #244 MP 17.08 Br# 0598

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

61-6 some boards missing on Fender System
59-4, 10, 12 minior collision damage to super structure
59-7 rust throughout steel span
59-11, 12, 13 due to decay some crushing in caps & stringers
59-14 minior collision damage to operators house,

(59-6 Special Note:) the wedges on swing span aren't driven all the way - 2½" to go on West end - didn't check East end

Hwy # 244 MP 17.08 Br # 0598

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	
	60-1,2 replace 11 caps or & sills (rating 5 & below)	33,000		
	60- replace 39 piles or Posts	39,000		
	59-1 replace 4 stringers	8,000		
	60-2 replace Line Bracing span #5 Lt	500		
	58-1,2 replace decayed deck as needed	5,000		
	61-6 replace missing boards on			
	fender system	2,000		

7-7-81 D.K.

Bent #	cap or sill	percent Good wood	rating
1	cap	15	3
6	sill	44	4
14	sill	33	3
14	cap	15	3
15	sill (Both)	0	2
16	sill	58	5
16	cap (Lt.)	0	2
17	& cap corbel (center)	15	3
23	sill	42	4
25	sill	58	5
26	sill	69	6

7-7-81
D. K.

Bent #	Post & Pile #	Percent Good wood	rating
1	1	28	3
1	4	55	5
3	3	28	3
3	4	0	2
4	2	28	3
4	4	70	6
6	1	45	4
6	2	45	4
6	3	45	4
6	4	45	4
10	1	88	7
11	1	88	7
11	2	17	2
12	1	0	2
14	1	83	7
14	3	75	6
14	4	55	5
15	2	75	6
15	5	44	4
16	5	56	5
16	6	44	4
17	1	25	3
17	2	17	2
17	3	42	4
17	4	25	3

7-7-81
D.K

Bent #	Post & Pile #	Percent Goodwood	rating
17	6	25	3
18	1	75	6
18	3	25	3
19	2	56	5
19	3	70	6
19	4	44	4
20	1	40	4
20	2	67	6
20	4	69	6
21	1	44	4
21	2	69	6
21	4	69	6
22	3	84	7
22	4 Pile 4 Post	72 33	6 3
23	1 Pile 1 Post	44 83	4 7
23	2	69	6
23	3	67	6
23	4	25	3
24	1	36	4
24	2	69	6
24	3	64	6
24	4	34	3
25	1	16	2
25	2	44	4
25	3	20	2

7-7-81
D.K.

Bent #	Post & Pile #	Percent Good wood	rating
26	1	20	2
26	2	40	4
26	4	40	4
28	1	16	2
28	2	62	5
28	5	79	6

PILE CHART

SIZE PILE ORIGINAL	SECTION LOSS - CENTER OF PILE								
	1"	2"	3"	4"	5"	6"	7"	8"	9"
	PERCENT GOOD WOOD								
9	99	95	89	80	69	56	40	21	0
10	99	96	91	84	75	64	51	36	19
11	99	97	93	87	79	70	59	47	33
12	99	97	94	89	83	75	66	56	44
13	99	98	95	91	85	79	71	62	52
14	99	98	95	92	87	82	75	67	59
15	99	98	96	93	89	84	78	72	64
16	99	98	96	94	90	86	81	75	68
17	99	99	97	94	91	88	83	78	72
18--	99	99	97	95	92	89	85	80	75

RATING

PERCENT GOOD WOOD

8 = 100

7 = 85

6 = 70

5 = 55

4 = 40

3 = 25

2 = 10

TIMBER PILE SECTION LOSS

Chart 1 - Core Decay

Example - Boring indicates 2" good wood in outer ring of 14" pile.

From chart - 49% good wood........over 30 ton capacity........ bracing spaced 20 feet........

Chart 2 - Outer Decay

Example - 14" pile "hour glassed" to 8" core of good wood.

From chart - 32% good wood........between 25 and 30 ton capacity.. ......bracing should be spaced at no more than 12 feet........

The capacity of a pile to support a load is much greater than the pile's capacity to transfer this load to the foundation material. The charts show that considerable decay can be present in a pile without danger to the structure, if it is properly braced. Original bracing is usually not adequate if the decay is on the outer surface of the pile.

It is important to remember, however, that piling should be scheduled for replacement when decay is discovered. Once the decay has started it progresses rapidly.

JHW:mw
7/23/79

CHART 1

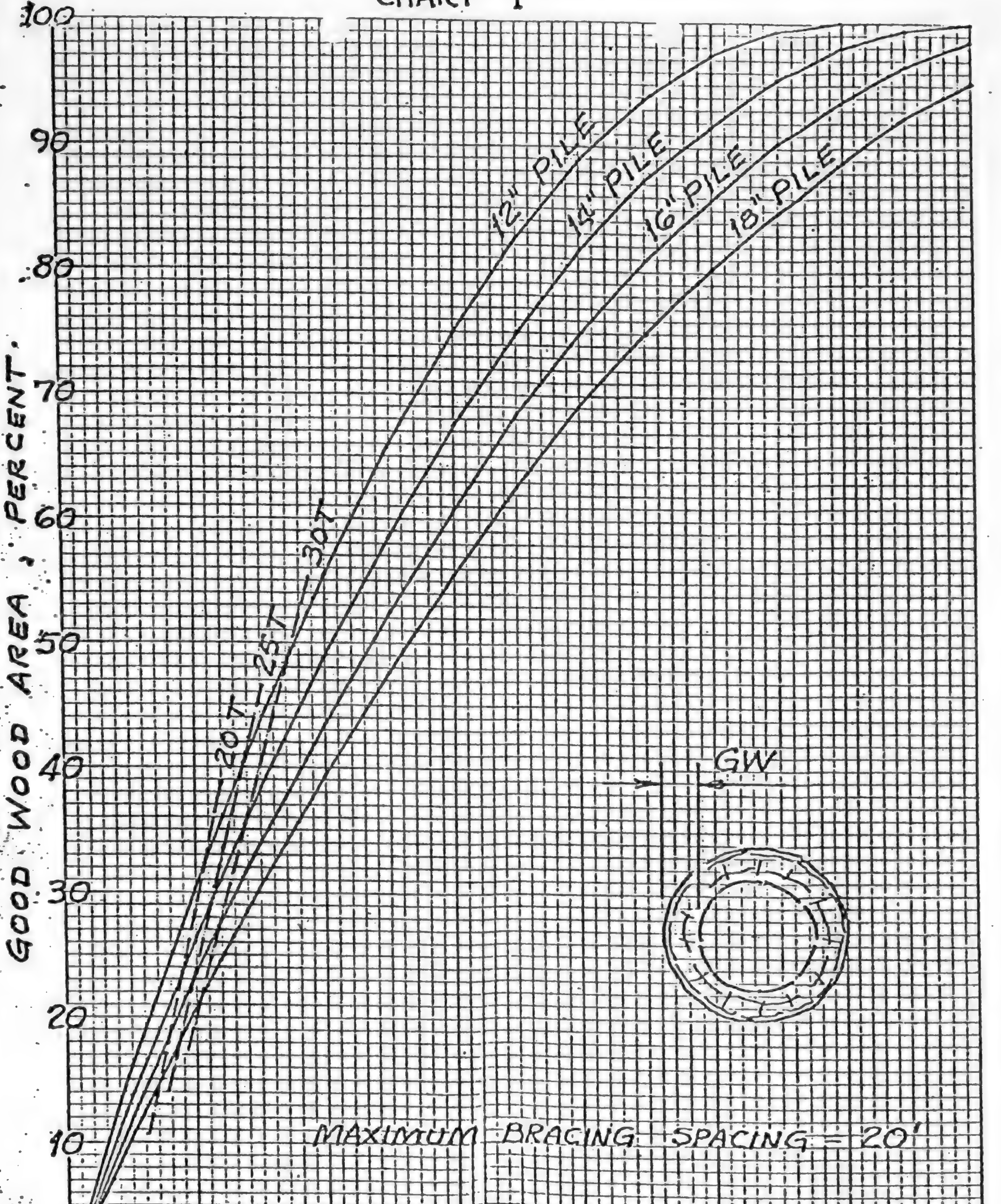
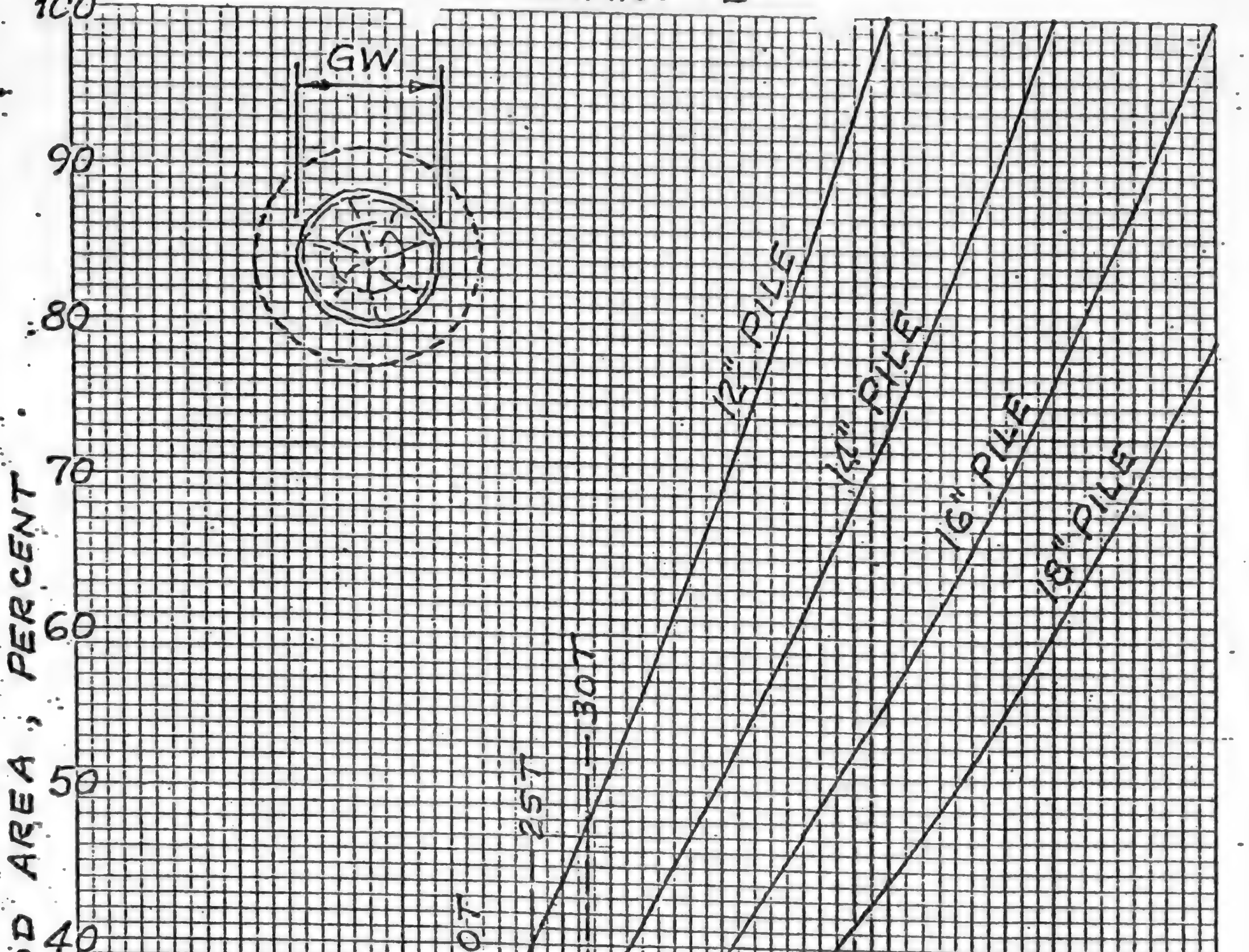

GOOD WOOD AREA, PERCENT
100
90
80
70
60
50
40
30
20
10
12" PILE
14" PILE
16" PILE
18" PILE
20T
25T
30T
GW
MAXIMUM BRACING SPACING = 20'
1"
2"
3"
4"
5"
6"
7'

CHART 2


GW
100
90
80
70
60
50
40
30
20
10
GOOD WOOD AREA, PERCENT
12" PILE
14" PILE
16" PILE
18" PILE
20T
25T
30T
9'
12'
15'
18'
20'
20'
MAXIMUM BRACING SPACING
4"
6"
8"
10"
12"
14"
16'

7-7-81 DK

Pile Repair Method

Attached is one pile repair method that can be used.

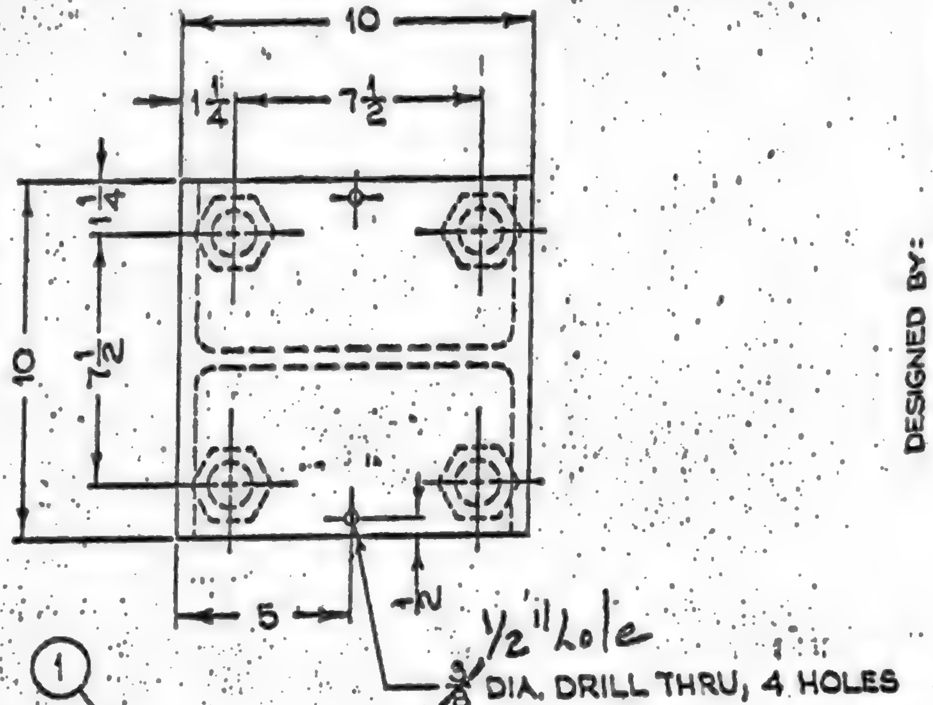
Pile support with wood stub and sono Tubing for a form which can be left in Place or remove.

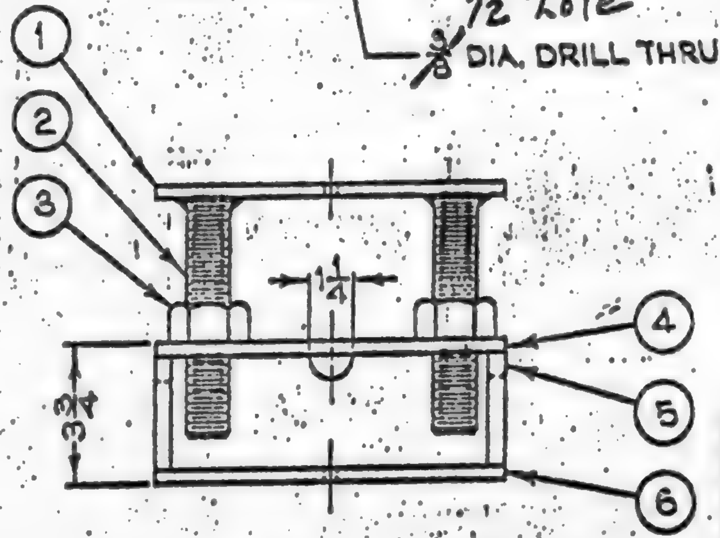
Duane Kirby

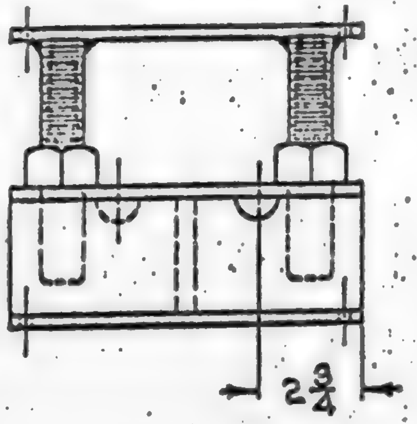
ITEM	REQ.	DESCRIPTION	MATERIAL
1	1	TOP PLATE	3/8 PL × 10 × 10
2	4	REDI-ROD × 6½ LG.	SEE CHART BELOW
3	4	HEX. NUT	SEE CHART BELOW
4	1	CENTER PLATE	3/8 PL × 10 × 10
5	1	H BEAM	W10-54# × 3 LG.
6	1	BOTTOM PLATE	3/8 PL × 10 × 10

PART NO.	CAPACITY	THD. SIZE
73142-1	42,728#	1⅛-7 NC
73142-2	54,264#	1¼-7 NC
73142-3	64,960#	1⅜-6 NC
73142-4	78,960#	1½-6 NC

NOTES:
1) ALL HOLES & CUTOUTS ARE TO BE DONE TO THE INDIVIDUAL PARTS BEFORE WELDING.


10
1¼
7½
1¼
10
7½
5
2
1/2" hole
3/8 DIA. DRILL THRU, 4 HOLES


1
2
3
1¼
3¾
4
5
6



DESIGNED BY:
KENNETH M. ROUNTREE
BRIDGE SUPERVISOR
OREGON STATE HIGHWAY DIV.

PILING SUPPORT

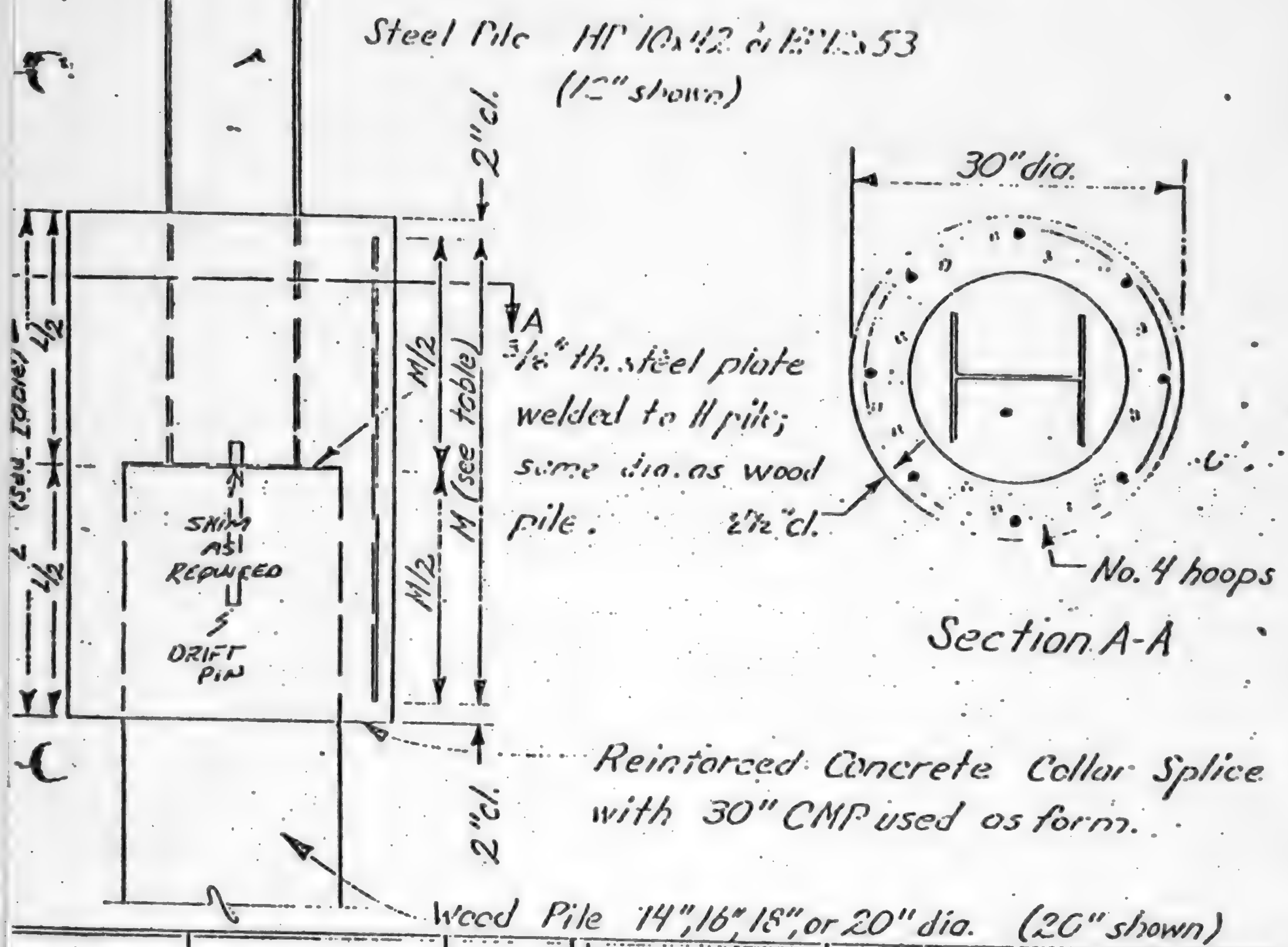
73142-

1/4
RJR
5-31-78

LISTED ABOVE

73142-

Pile Transition Collar Splice For Maintenance Repairs.


Steel Pile HP 10x42 or HP 12x53
(12" shown)
2"cl.
A
3/16" th. steel plate welded to H pile; same dia. as wood pile.
2½"cl.
L (see table)
L/2
L/2
M/2
M (see table)
M/2
SHIM AS REQUIRED
DRIFT PIN
℄
℄
2"cl.
30" dia.
No. 4 hoops
Section A-A
Reinforced Concrete Collar Splice with 30" CMP used as form.
Wood Pile 14",16",18",or 20" dia. (20" shown)

Wood Pile Diameter	Splice Pile		L = Conc. Collar Length	Steel Reinfor. △					C.Y. Conc. Req'd. per Splice △	lb. st Req'd per Sp
	HP10x42	HP12x53		Amt.	Size	Length	Hoop Spacing	Amt. No.		
14"	yes	yes	4'	10	6	3'-8"	#5 @ 5"	9	0.8	
16"	yes	yes	4'	10	7	3'-8"	#5 @ 3"	14	0.8	
18"	yes	yes	4'	10	8	3'-6"	#6 @ 3"	14	0.8	
20"	no	yes	5'-2"	10	9	4'-8"	#6 @ 3"	18	1.0	

Notes:

△ steel reinforcing bar dowels evenly spaced around circumference

△ SPLICE DEVELOPES: DIRECT LOAD & BENDING.

△ 3300psi conc.; volume shown allows 10% waste; no deduction made for piles.

HIGHWAY 644
M.P. 17.08

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION
Cards 5, 6, & 9 on reverse side

DATE
BY

Shaded items = minimum data for bridges not on FA system

8		1	2	3	4	5	101		12	13	14	15	16		17		18	19	20
BRIDGE NO.	CARD NO.	STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE	HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)	BR. DESCRIP. (D.O.D. BR.LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE DEG.	LATITUDE MIN.	LONGITUDE DEG.	LONGITUDE MIN.	PHY. VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL
1-5, 6	7	8-10	11, 12	13-15	16-19	20-28	29-31	32-37	38-41	42-44	45-48	49-52	53, 54	55-57	58-60	61-63	64	65, 66	67
	1	410										0							

8		27		28		29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	5
BRIDGE NO.	CARD NO.	YEAR BUILT	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH LT.
1-5, 6	7	8, 9	10, 11	12, 13	14, 15	16-21	22	23-25	26-28	29	30, 31	32	33	34-36	37-40	41, 42	43-45	46-48	49, 50	51-54	55-58	59-64	65-67
00598	2					002300																	

8		53		54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
BRIDGE NO.	CARD NO.	MIN. VERT. CLEAR. OVER ROADWAY FT. (9 9)	IN. (9 9)	MINIMUM VERTICAL UNDERCLEAR. FT.	IN.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT. (9 9 9)	LT.	WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC.	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE	TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT
1-5, 6	7	8, 9	10, 11	12, 13	14, 15	16-18	19-21	22	23	24	25	26	27	28, 29	30-32	33	34-36	37	38	39	40	41	42	43, 44	45-47	48-50	51-55	56	57-60	61, 62	63-67
00598	3								5	2	2	5				5		2					2		00						

8		84	850	860	870	880		890		92	93	94	96
BRIDGE NO.	CARD NO.	COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY	NOT USED LEAVE BLANK	LAST INSPECTION MO.	LAST INSPECTION YR.	TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX	MAINTENANCE NO
1-5, 6	7	8-12	13, 14	15, 16	17-22	23-25	26-31	32, 33	34, 35	36-38	39-41	42-50	51
00598	4				095300	815		07	81				

644

17.08

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 5, 6, & 9 on reverse side

Shaded items = minimum data for bridges not on FA system

DATE SUBMITTED 7-1-8

BY D. Carby

Item	Field	Card columns	Entry
1	STATE	10	10
2	HIGHWAY DISTRICT	11, 12	
3	COUNTY	13, 15	
4	CITY	16, 19	
5	INVENTORY ROUTE	20, 21, 22, 23, 27, 28	
101	HIGHWAY NUMBER	29, 31	
	NOT USED LEAVE BLANK	32, 37	
12	ROAD SECTION NO. (D.O.D. BRIDGE LOG)	38, 41, 42	
13	BR. DESCRIP. (D.O.D. BR. LOG)	43, 44	
14	DEFENSE MILEPOST	45, 48	
15	DEFENSE SECTION LENGTH (TENTH MI.)	49, 52	0
16	LATITUDE DEG. / MIN.	53, 54 / 55, 57	
17	LONGITUDE DEG. / MIN.	58, 60 / 61, 63	
18	PHY. VULNERABILITY	64	
19	BY-PASS DETOUR LENGTH (MI.)	65, 66	
20	TOLL	67	
21	CUSTODIAN	68	
22	OWNER	69	
24	FEDERAL AID SYSTEM	70, 71	
25	ADM. JURISDICTION	72	
26	FUNCTIONAL CLASSIFICATION	73, 74	
	NOT USED LEAVE BLANK	75	

Item	Field	Card columns	Entry
27	YEAR BUILT	9	
	YEAR MAJOR RECONSTR'N.	10, 11	
28	LANES ON STRUCTURE	12, 13	
	LANES CROSSED	14, 15	
29	ADT	16, 21	002300
31	DESIGN LOAD	22	
32	APPROACH ROADWAY WIDTH (FT.)	23, 25	
	NOT USED LEAVE BLANK	26, 28	
33	BR. MEDIAN	29	
34	SKEW	30, 31	
35	STRUCT. FLARE	32	
38	NAVIG. CONTROL	33	
39	NAVIGATION VERTICAL CLEAR. (FT.)	34, 36	
40	NAVIGATION HORIZONTAL CLEAR. (FT.)	37, 40	
42	TYPE SERVICE	41, 42	
43	STRUCTURE TYPE (MAIN SPANS)	43, 44, 45	
44	STRUCTURE TYPE (APPROACH)	46, 47, 48	
45	NUMBER OF MAIN SPANS	49, 50	
46	NUMBER OF APPROACH SPANS	51, 54	
48	LENGTH OF MAXIMUM SPAN (FT.)	55, 58	
49	STRUCTURE LENGTH (FT.)	59, 64	
50	SIDEWALK WIDTH (TENTH FT.) LT. / RT.	65, 67 / 68, 70	
51	ROADWAY WIDTH (TENTH FT.)	71, 74	
52	DECK WIDTH (TENTH FT.)	75, 78	

Item	Field	Card columns	Entry
53	CLEAR. OVER ROADWAY FT. / IN. (9 9 9)	9 / 10, 11	
54	MINIMUM VERTICAL UNDERCLEAR. FT. / IN.	12, 13 / 14, 15	
55	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT. (9 9 9)	16, 18	
56	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT.	19, 21	
57	WEAR. SURFACE	22	
58	DECK	23	5
59	SUPERSTRUCT.	24	2
60	SUBSTRUCT.	25	2
61	CHANNEL	26	5
62	CULVERTS, WALLS	27	
63	REMAINING LIFE	28, 29	
64	OPERATING RATING	30, 32	
65	APPR. ALINEMNT.	33	5
66	INVENTORY RATING	34, 36	
67	STR. CONDITION	37	2
68	DECK GEOMETRY	38	
69	UNDERCLEARANC	39	
70	SAFE LOAD CAP.	40	
71	WATERWAY AD.	41	
72	APPR. ALINE. AD	42	2
73	YEAR NEEDED	43, 44	
74	TYPE OF SERVICE ON BRIDGE	45, 46, 47	00
75	TYPE OF WORK	48, 50	
76	LENGTH OF IMPROVEMENT (FT.)	51, 55	
77	PROP. DES. LOAD	56	
78	PROPOSED ROADWAY WIDTH (FT.)	57, 60	
79	PROPOSED NO. OF LANES	61, 62	
80	DESIGN ADT	63, 67	
81	YEAR OF EST. ADT	68, 69	
82	YEAR OF PROP. RDWY. IMPROVE.	70, 71	
83	TYPE IMPROVE.	72	
	NOT USED LEAVE BLANK	73	

Item	Field	Card columns	Entry
84	COST OF IMPROVEMENTS (THOUSANDS)	12	
850	YEAR LAST MAJOR MAINT.	13, 14	
860	ITEM REPAIRED	15, 16	
870	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	17, 22	09530.0
880	INSPECTION FREQUENCY	23, 24, 25	815
	NOT USED LEAVE BLANK	26, 31	
890	LAST INSPECTION MO. / YR.	32, 33 / 34, 35	07 / 81
92	TRANSVERSE STRUCTURE LENGTH (FT.)	36, 38	
93	INSIDE HEIGHT (TENTH FT.)	39, 41	
94	CODE COST PREFIX	42, 44, 45, 46, 47, 48, 49, 50	
96	MAINTENANCE NOTES	51, 75	

HIGHWAY -11

M.P. 17.08

OREGON STATE HIGHWAY DIVISION

Cards 1, 2, 3, & 4 on reverse side

DATE:

BY

Shaded items = minimum data for bridges not on FA system

8			6	7	9
BRIDGE NO.		CARD NO.	FEATURES INTERSECTED	FACILITY CARRIED	LOCATION
1 … 5	6	7	8 … 32	33 … 50	51 …
		5			.

8				11				11A		30	85	86	87	88		91					10A		47	47A	FOR DE	
																PAINT PROGRAM										
BRIDGE NO.		CARD NO.		MILE POST				ALTERNATE MILE POST		YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.	
1 … 5	6	7	8	9 … 13	14	15	16	17 … 21	22	23 24	25 … 27	28 … 30	31 … 35	36 … 40	41	42	43	44 … 47	48 49	50 51	52 53	54 55	56 … 60	61 … 65	66 … 68	69
00598		6		.				.		79													.	.		

To delete bridge from inventory:

1. Enter bridge number on card 9,
2. Leave all other cards (1 through 6) blank.

8			
BRIDGE NO.		CARD NO.	DELETE BRIDGE POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK
1 … 5	6	7	8
		9	

Form 734 3947 (3 80)

17.08

OREGON STATE HIGHWAY DIVISION
Cards 1, 2, 3, & 4 on reverse side

DATE SUBMITTED
BY D. Kilay

Shaded items = minimum data for bridges not on FA system

6	7	9	10				
			9	9	9	9	
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE FT.		IN.		LEAVE BLANK
32	33 50	51 75	76	77	78	79	80

11	11A				30	85	86	87	88		91					10A		47	47A	95								
											PAINT PROGRAM									FOR DESCRIPTION, SEE					SAFETY FEATURES			
MILE POST		ALTERNATE MILE POST			YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.		MILE POST			BR. RAIL	TRANS.	APP. G.R.	G.R. TERM
13	14	15	16	17 21	22	23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66 68	69	70	71 75	76	77	78	79	80
						79																							

from inventory:

dge number on card 9,

other cards (1 through 6) blank.

DELETE BRIDGE
POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK

6-16-81 CON 19-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-50(2) Coquille
2. STATE PROJECT NO.: See below [illegible]
2A. COUNTY NAME: Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 80167

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/16/81
8. FEDERAL ROUTE NUMBER: Primary 50
9. STATE ROUTE NUMBER: Secondary 244

10. GENERAL LOCATION:
Coquille River Bridge (Coquille) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/8/81 I approve the revised Preliminary Engineering Costs to a TEC of $109,000 Federal Funds $93,522.

(Increase TEC $34,000 Federal Funds $29,172)

RECEIVED
STATE HWY ENGR
JUN 18'81
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to
6/18

14. DATE: 6/16/81
15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner
16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 19-1
Coquille R.
D.P.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

June 10, 1981

NOTED
E. S. HUNTER

TO REVIEWERS of the Environmental Assessment
Coquille River Bridge Replacement
Coquille-Bandon Highway
Coos County
F-50(-)

This environmental assessment is being circulated for public and agency review. All comments should be mailed or delivered to:

Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, OR 97310

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

GAP:ct

Attachment

document has been withdrawn per G.A. Potter

RECEIVED
TECHNICAL SERVICES
JUN 1 2 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

Form FHWA 121 (1/80)

Con 19-1
Coquille
Sr

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-50(2)
Coquille River Bridge Replacement
Coquille-Bandon Hwy., Coos County
Environmental Assessment

Date: May 8, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

We have reviewed the environmental assessment for the Coquille River Bridge Replacement Section and find it meets the enfironmental requirements as set forth in the CEQ and the FHPM 7-7-2 regulations.

We, therefore, concur in the approval of this assessment.

for Walach
Dale E. Wilken

ENVIRONMENTAL SECTION
May 12, 1981

cc: E. S. Hunter
H. S. Coulter
D. H. Moehring
Alfred Shirley

11

CON 19-1
[illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: April 17, 1981

FROM: Gary A. Potter, Manager Gary
Environmental Section

SUBJECT: Environmental Assessment
Coquille River Bridge Replacement
Coquille-Bandon Highway
Coos County

The subject Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The assessment concludes that the proposed project will result in no significant environmental impacts.

If you agree, please sign below and return same to this office. The Assessment will then be submitted to the Federal Highway Administration for their concurrence.

4-17-81
Date

ES Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:ct

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Alfred Shirley

CCN 17-1

General Files ~~Coquille R.~~

CONFIDENTIAL
For official use of
Highway Division Personnel Only
DO NOT DISTRIBUTE OR DUPLICATE

Oregon State
Museum of Anthropology

College of Arts and Sciences
UNIVERSITY OF OREGON
Eugene, Oregon 97403

503/686-3034

February 26, 1981

TO: Environmental Section
Highway Division
Oregon State Department of Transportation
416 Transportation Building
Salem, Oregon 97310

Attention: Pieter Dykman

FROM: R. M. Pettigrew, Survey Archaeologist for Highways

SUBJECT: Report on the archaeological survey of the proposed Coquille River Bridge Section, Coquille-Bandon Highway, Coos County

On October 9, 1980, I completed the archaeological survey (Phase I) of the proposed improvement of the Coquille River Bridge Section of the Coquille-Bandon Highway in Coos County. The proposed project is located in Section 1, T28S, R13W, Will. Mer., at an elevation ranging from sea level to 25 feet above sea level.

The purpose of the proposed project is to replace the existing old bridge crossing the Coquille River with a newer and wider structure, and realign the bridge approaches to provide a faster and safer transit and better organized local traffic (see attached map). The total length of roadway to be improved is 7200 feet, or about one and one-half mile.

The project area is mostly on the floodplain of the Coquille River which, at this location about 25 miles upstream from its mouth on the Pacific Ocean, is essentially at sea level. The flat floodplain is several miles wide, bordered on the north and southwest by steeply rising hills, and is only about five feet above sea level. This floodplain is flooded nearly every year, and is composed of alluvial silts. The only exceptions to these generalizations are the natural levees, rising to 15 or 20 feet above sea level on the banks of the river, and the easternmost 600 feet of the new alignment on the north side of the river, which is on a higher and older terrace of the river (20 to 25 feet above sea level). From a geologic standpoint,

NOTED
S. HUNTER
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Info

the probability of finding traces of an archaeological site in the project area is greater on the higher terrace than elsewhere, because the terrace is less frequently flooded, and one would expect less alluviation there.

The climate of the project area is coastal, with high precipitation (160 cm annually) falling mainly in the winter and spring, and mild temperatures (January mean minimum 0° to 2.5°C, July mean maximum about 23°C). This kind of climate has fostered the growth of dense coniferous forests in the hills surrounding the project area, and water-tolerant grasses and weeds on the floodplain. Water-tolerant trees, such as cottonwood, willow and alder, line the banks of the river. Terrestrial animals that would have been the prey for aboriginal people in the area include deer, elk and waterfowl. Much more significant, however, are the runs of anadromous fish in the Coquille River, including coho and Chinook salmon and steelhead and cutthroat trout.

Review of the Oregon Archaeological Survey files of the Oregon State Museum of Anthropology (OSMA) indicates that there are 18 prehistoric archaeological sites, six previous archaeological surveys, and two professional archaeological excavations recorded within ten miles of the project area. The vast majority of sites known is on or very close to the major streams in the region. Though the amount of archaeological work done so far near the project area is not great, it is clear that archaeological sites are numerous, particularly alongside the Coquille River, and particularly on riverside terraces such as exist in the northeastern portion of the project area.

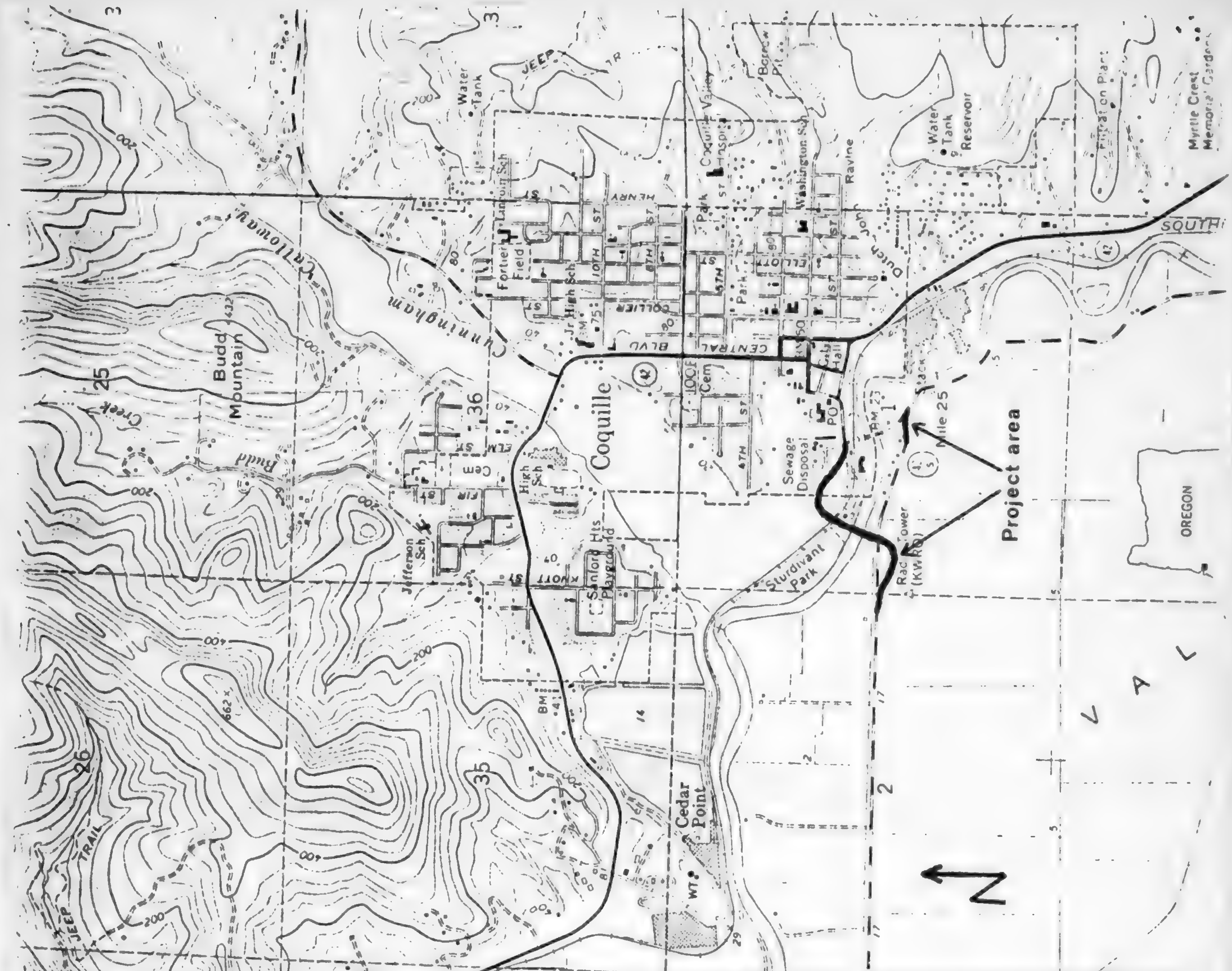
One recorded site, 35 CS 23, is recorded to be close to the project area on the east bank of the Coquille River in the vicinity of the mill just south of the city limits of the city of Coquille. There is no indication that this site extends into the project area. It does, however, serve to illustrate that a cultural deposit could be buried below the surface in the area of proposed construction.

No traces of archaeological remains were found during the survey of the project area. Consequently, no further mitigating action is recommended for archaeological resources. It is possible that subsurface cultural remains will be uncovered during construction, especially in the area where a cut is to be made in the northeastern portion of the project area between stations 125 and 130. In the event that archaeological remains are uncovered during construction, the staff of OSMA should be notified of the discovery before the remains are disturbed further. This action will satisfy the requirements of Section 105.13, Standard Specifications for Highway Construction, which stipulates that archaeological remains found during construction be properly recorded or preserved before they are destroyed. Material evidence suggesting an archaeological site may include: ground or flaked stone; chips or flakes of chert-like stone; obsidian or basalt from the manufacture of flaked stone tools; flaked stone tools such as projectile points ("arrowheads") and flaked river cobbles; stone bowls and pestles; charcoal deposits and fire-cracked rock; shell deposits; and bones.

Under a recent Oregon law (Chapter 647; ORS 97.745), "Persons disturbing native Indian graves through inadvertence, including by construction...shall reinter the human remains at their own expense under the supervision of an appropriate Indian organization." Failure to comply is a class A misdemeanor. Since Indian burials are often isolated, it is not possible to predict whether or not they will occur in the project area. If a human burial is found, first report it to OSMA so that it can be identified as Indian or non-Indian. If Indian, it should be reported to officials of the Native American Research Center in Coos Bay. If non-Indian, it should be reported to the Coos County Sheriff.

There are seven fossil localities recorded in the Paleontological Localities file of the University of Oregon's Condon Museum of Geology. All of these are finds of mollusks in shales of the Bastendorf Formation of late Eocene to early Oligocene age (approximately 50 to 30 million years old). Such fossils would not be expected in the project area, which is entirely on recent alluvium. If fossilized bones, or any other fossils, are found during construction, they should be sent to the Department of Geology, University of Oregon, for identification and recording. Collection data (a description of the location and deposits) should accompany the specimens. If concentrations of bone (over ten bones per cubic foot or several large bones) are found, work should be stopped at the location and OSMA should be contacted for further instructions.

Distribution:
5 - Oregon Department of Transportation
1 - State Historic Preservation Office
3 - Oregon Archaeological Survey, OSMA
1 - R. M. Pettigrew
1 - D. E. Dumond


Project area
Coquille
COQUILLE RIVER
C O Q U I L L E
V A L
Budd Mountain
432
662
Budd Creek
Calloway
Cunningham
JEEP TRAIL
JEEP
Cedar Point
Sturdivant Park
Sewage Disposal
Jefferson Sch
High Sch
Sanford Hts Playground
Cem
IOOF Cem
Radio Tower (KWRO)
Mile 25
Mile 22
Pumping Station
Water Tank
Lincoln Sch
Fortier Field
Jr High Sch
Washington Sch
Coquille Valley Hospital
Borrow Pit
Water Tank
Reservoir
Filtration Plant
Myrtle Crest Memorial Gardens
Ravine
Dutch John
City Hall
PO
CENTRAL BLVD
COLLIER
HENRY
ELLIOTT
KNOTT ST
ELM ST
10TH ST
8TH ST
4TH
SOUTH
42
OREGON
FAT ELK
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CON 19-1
Hol Coquille R.
11-24-80
cr

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

November 12, 1980

In Reply Refer to
File No.:

cc: Hunter
A Shinley Jan

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310

ATTN: Maxine Banks

Dear Mr. Dykman:

RE: Coquille River Bridge
Coos County

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:nmw

RECEIVED
TECHNICAL SERVICES

DEC 1'80

REFER TO

FOR

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Form 734-3122

NOISE STUDY REPORT
for the
ENVIRONMENTAL ASSESSMENT

RECEIVED

AUG 21 1985

ROAD DESIGN SECTION

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Coquille River Bridge
Coquille-Bandon Highway
Coos County

Prepared by:

Oregon Department of Transportation
Technical Services Branch
Steve Lindland

October, 1980

PROJECT DESCRIPTION

The project is located near the southwest city limits of Coquille. The project will replace a bridge crossing the Coquille River. This will necessitate the relocation of the Coquille-Bandon Highway. Project length is 4,000 feet. Figure 1 shows the existing highway and its new proposed alignment.

LAND USE

The land use in the project area consists of six residences, a motel, a city park, a county park, a waste treatment plant, the city shops, an Oregon Department of Transportation maintenance yard, two warehouses, a business, and agricultural land. Figure 1 shows the locations of the various activity areas.

EXISTING SOUND ENVIRONMENT

The primary sound source in the project area is traffic noise from the Coquille-Bandon Highway. Secondary sounds are created by the lumber mill to the east, the Southern Pacific Railroad, and the natural sounds of the area. In the vicinity of the existing highway, traffic noise prediction methods are adequate to determine the existing sound levels. In areas away from the highway, the sounds other than traffic noise become more of a factor. Therefore, sound measurements are required in these areas to establish the existing sound levels.

The city park is not located near the existing highway, but is adjacent to the new proposed alignment. Thus, the existing sound levels must be determined by measurement. A measurement was taken in the eastern portion of the park. The sound levels ranged from 42-49 dBA. The Leq level was 45 dBA*. Figure 2 will help to put these values into perspective by listing some common sounds and their

---

* The Leq level is an equivalent continuous sound level which would contain the same sound energy as a time varying sound of the same duration. The measurement units are decibels with an A-weighted frequency response (dBA). This measurement unit closely matches the hearing characteristics of the human ear.

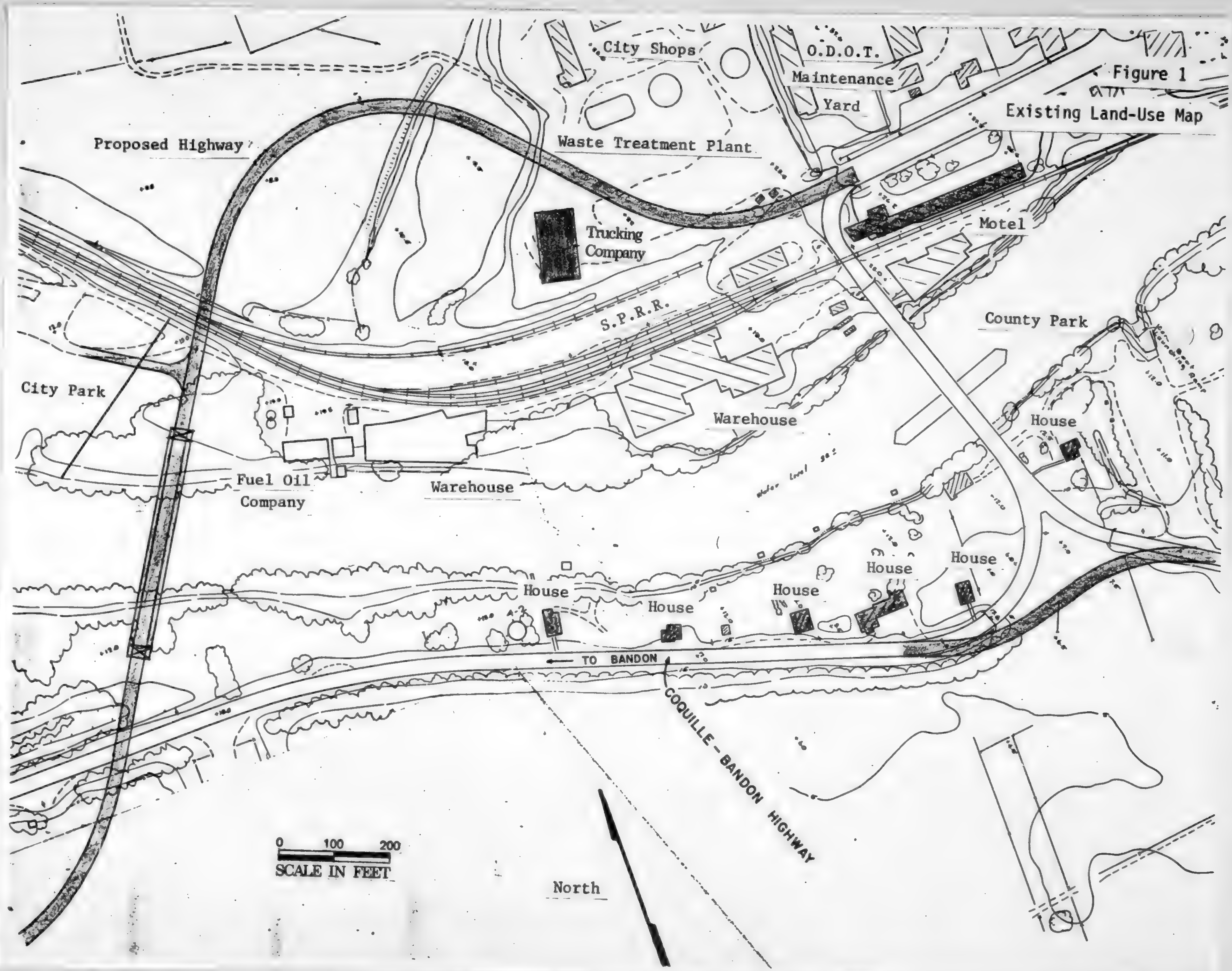


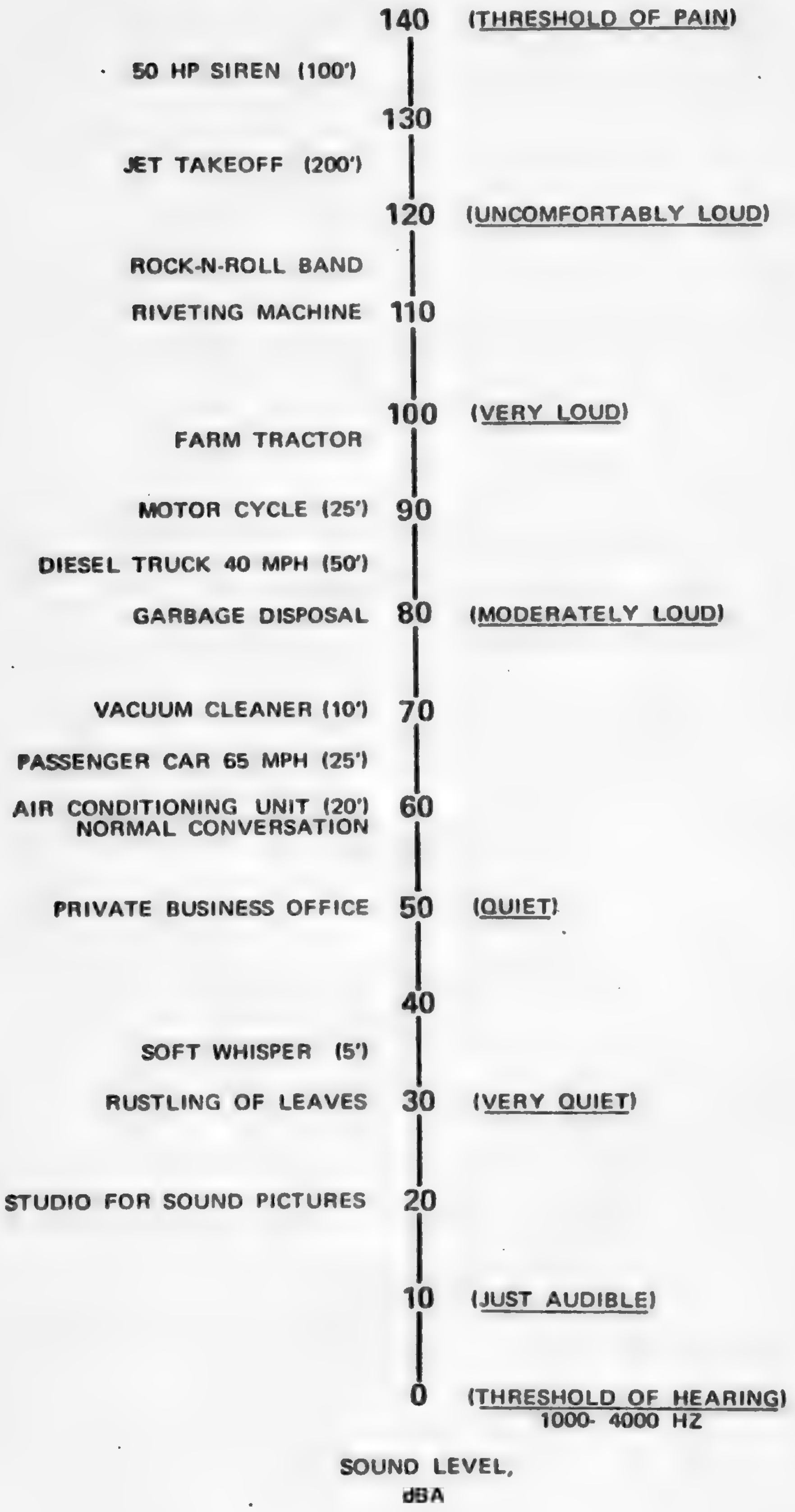
Figure 1

Existing Land-Use Map

City Shops
O.D.O.T.
Maintenance
Yard
Proposed Highway
Waste Treatment Plant
Trucking Company
Motel
S.P.R.R.
County Park
City Park
Warehouse
Fuel Oil Company
Warehouse
House
House
House
House
House
House
TO BANDON
COQUILLE - BANDON HIGHWAY
0
100
200
SCALE IN FEET
North

FIGURE 2

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS



approximate sound level.

The measurement instruments used meet the ANSI standard S 1.4-1971.

TRAFFIC NOISE ANALYSIS

The evaluation of traffic noise is required by the Federal Highway Administration, Federal-Aid Highway Program Manual 7-7-3. There are two criteria by which traffic noise impacts can be determined. These are discussed below.

1) Design Noise Levels - Design noise levels are established according to various types of land use (see Figure 3). Activity Category "B" is of special concern since it includes the exterior noise levels at residences, churches, schools, and parks. The design noise level for this category is Leq 67 dBA. Another design noise level of concern is that of Activity Category "E". This level (Leq 52 dBA) applies to the interior spaces of residences, churches, and schools.*

2) Noise Increase Criteria - When the predicted traffic noise substantially exceeds the existing sound levels, by 10 dBA, a traffic noise impact is said to occur.**

Both sets of criteria apply to this report.

Traffic noise proejctions were made with the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108). This model computes noise levels using automobile volume, truck volume, vehicular speed, and distance from the roadway.

The worst traffic noise period of the day was used in the noise analysis. This period is the peak truck hour. Table 1 and Figure 4 show the traffic data for this period. Using this data, the Leq level was calculated for each road section at a distance of 50 feet from road centerline. The calculated Leq levels for the No-Build and the Build Alternatives are shown in Table 2. Table 2 also shows the

---

* If the building has windows which are opened for ventilation purposes, a difference between the exterior and interior noise levels can be assumed to be 10 dBA. Thus, an interior level of Leq 52 dBA will correspond with an exterior level of Leq 62 dBA.

** Sound level increases of about 3 dBA can be assumed to be the smallest change readily detectable by people. A 10 dBA increase is usually perceived as a doubling of loudness.

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	*Design Noise Levels - dBA2/* $L_{eq}(h)$	 $L_{10}(h)$	*Description of Activity Category*
A 3/	*57 (Exterior)*	*60 (Exterior)*	*Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.*
B 3/	*67 (Exterior)*	*70 (Exterior)*	*Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.*
C	*72 (Exterior)*	*75 (Exterior)*	*Developed lands, properties or activities not included in Categories A or B above.*
D	*--*	*--*	*For requirements on undeveloped lands see paragraphs 11a and c.*
E 4/	*52 (Interior)*	*55 (Interior)*	*Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.*

1/ See Paragraph 8 for method of application.

2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.

3/ Parks in Categories A and B include all such lands (public or private which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.

4/ See Paragraphs 8c, d, and e for method of application.

Figure 4

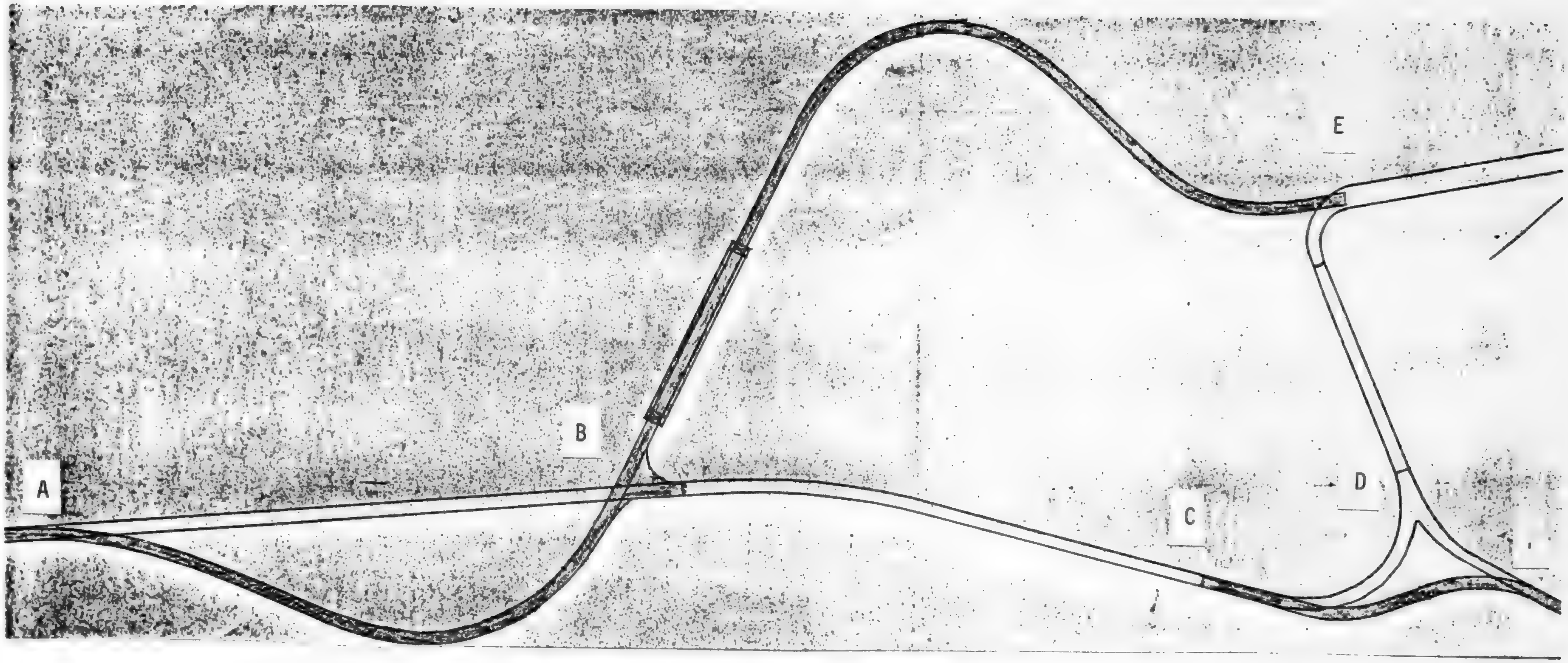


TABLE 1

TRAFFIC DATA

Road Section	Year	Autos	M. Trucks	H. Trucks	Speed
No-Build Alternative					
S-ABCD	1984	140	3	20	25 mph
	2000	195	4	27	25 mph
S-DF	1984	45	1	3	25 mph
	2000	55	1	4	25 mph
S-DE	1984	155	4	23	20 mph
	2000	205	5	32	19 mph
Build Alternative					
S-AB	1984	140	3	20	35 mph
	2000	195	4	27	35 mph
S-BCF	1984	45	1	3	30 mph
	2000	55	1	4	30 mph
S-BE	1984	155	4	23	35 mph
	2000	205	5	32	35 mph

TABLE 2

PREDICTED TRAFFIC NOISE LEVELS

Road Section	Year	Leq Level at 50 feet ft.	Distance to Interior Design Noise Level	Distance to Exterior Design Noise Level
No-Build Alternative				
S-ABCD	1984	62 dBA	50 feet	25 feet
	2000	63 dBA	65 feet	30 feet
S-DF	1984	54 dBA	less than 20 feet	less than 20 feet
	2000	56 dBA	less than 20 feet	less than 20 feet
S-DE	1984	61 dBA	45 feet	20 feet
	2000	62 dBA	55 feet	25 feet
Build Alternative				
S-AB	1984	65 dBA	75 feet	35 feet
	2000	66 dBA	90 feet	45 feet
S-BCF	1984	56 dBA	20 feet	less than 20 feet
	2000	57 dBA	25 feet	less than 20 feet
S-BE	1984	65 dBA	80 feet	40 feet
	2000	67 dBA	100 feet	50 feet

calculated location of the interior design noise level contour (Leq 52 dBA)* and the exterior design noise level contour (Leq 67 dBA) for residences, motels and parks.

The Build Alternative will increase the existing sound levels along the new route of the highway. The increase will be caused in part by the high vehicular speeds associated with the improved alignment. In addition, the new route will introduce traffic noise into presently quiet areas. This latter point will conversely create sound level decreases along the by-passed portions of the existing highway.

The number of receptors impacted by traffic noise associated with each alternative is shown in Table 3. This table shows that the Build Alternative will decrease the number of impacted residences from 5 to 0. However, both alternatives will impact the motel located near the north end of the existing bridge.

The city park will experience a 13-20 dBA increase in sound levels along the eastern park boundary. Noise levels will not exceed the FHWA design noise level of 67 dBA. There are no noise sensitive activities or areas of frequent human use in the portion of the park subject to the noise increase. Therefore, the city park will not be impacted by either the No-Build or the Build Alterntives.

EVALUATION OF ALTERNATIVE ABATEMENT MEASURES

Reduction of sound levels may be accomplished with:

1) Traffic Management - restrictions on certain vehicle types, modified speed limits, time-use restrictions, etc.

2) Alternative Road Designs - changing horizontal alignment to increase distances to activity areas or changing vertical alignment to gain acoustic shielding effects from cut/fill sections.

---

*Assuming windows are open and a 10 dBA difference between exterior and interior sound levels, the level equals an exterior sound level of Leq 62 dBA.

TABLE 3

TRAFFIC NOISE IMPACTS

	Residences	Motels
No-Build Alternative		
1984	5	1
2000	5	1
Build Alternative		
1984	0	1
2000	0	1

3) Sound Barriers - suitable walls or earthen berms high enough to break the view between the sound source and the sound receiver and long enough or situated to prevent the flanking of sound around the ends of the barrier.

4) Structural Alterations of Public Buildings - adding ventilation or air conditioning systems so windows can remain closed, use of double-pane windows (these actions affect only the interior noise levels).

5) Buffer Zones - maintaining adequate distances beween the road and future developments to assure compatibility with traffic noise.

Traffic Management

The use of traffic management to reduce traffic noise is not practical. The Coquille-Bandon Highway is part of the state highway system. Vehicle restrictions, modified speed limits, and time-use restrictions would all interfere with the movement of commerce and would not be compatible with the designated use of this highway.

Alternative Road Designs

Changes in the horizontal alignments for the purpose of mitigating noise impacts does not appear practical. The new alignment would have to be moved at least 130 feet eastward to avoid the significant noise increase at the city park. Such a move would require the relocation of a fuel oil company. In addition, the eastern boundary of the park would still be exposed to a sound level increase of 9 dBA. Though not significant, it would still be perceivable.

Changes in the vertical alignment for the purpose of reducing noise levels in the park does not appear practical. The proposed vertical alignment is designed to allow for the railroad crossing, the park entrance, and the river crossing. Lowering the alignment is not possible. Raising it would not be practical or acoustically effective.

Although this route will increase noise levels at the city park, it will eliminate five residential noise impacts.

Sound Barriers

The noise impact at the motel can not be mitgated with a sound barrier. The motel requires direct access to the highway. These accesses would not allow for the design of an effective acoustic barrier.

The noise levels at the city park cannot be reduced with a sound barrier. The park entrance, the nearby railroad crossing, and the nearby river crossing would all conflict with the design of an effective barrier. In addition, the area affected does not appear to be used for recreational purposes.

Structural Alteration of Public Buildings

This mitigative measure is not applicable because there are no impacted public buildings along the project.

Buffer Zones

Local government agencies are urged to use land-use controls to assure the compatibility of future development with traffic noise. Any future developments (residences, schools, churches, or parks) located within the distances provided in Table 3 and 4 would be in conflict with FHWA design noise levels. Where practical, future developments should be planned such that noise sensitive activities are located farther from the roadway than those distances shown in the tables.

Construction Noise Analysis

Areas adjacent to the project will also be exposed to additional noise during construction. This noise will be emitted by various pieces of construction equipment. Figure 5 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during project construction.

As shown in Figure 5, areas adjacent to the right-of-way line should be exposed to high noise levels during project construction. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during the quieter nighttime hours.

Besides the usual road and bridge construction noise, residences will be exposed to the noise created by the removal of the existing bridge. The removal will probably require jack hammering of the bridge deck and blasting of the bridge footings. The remaining bridge structure will be dismantled or relocated.

The following construction noise abatement measures will be included in the project construction specifications:

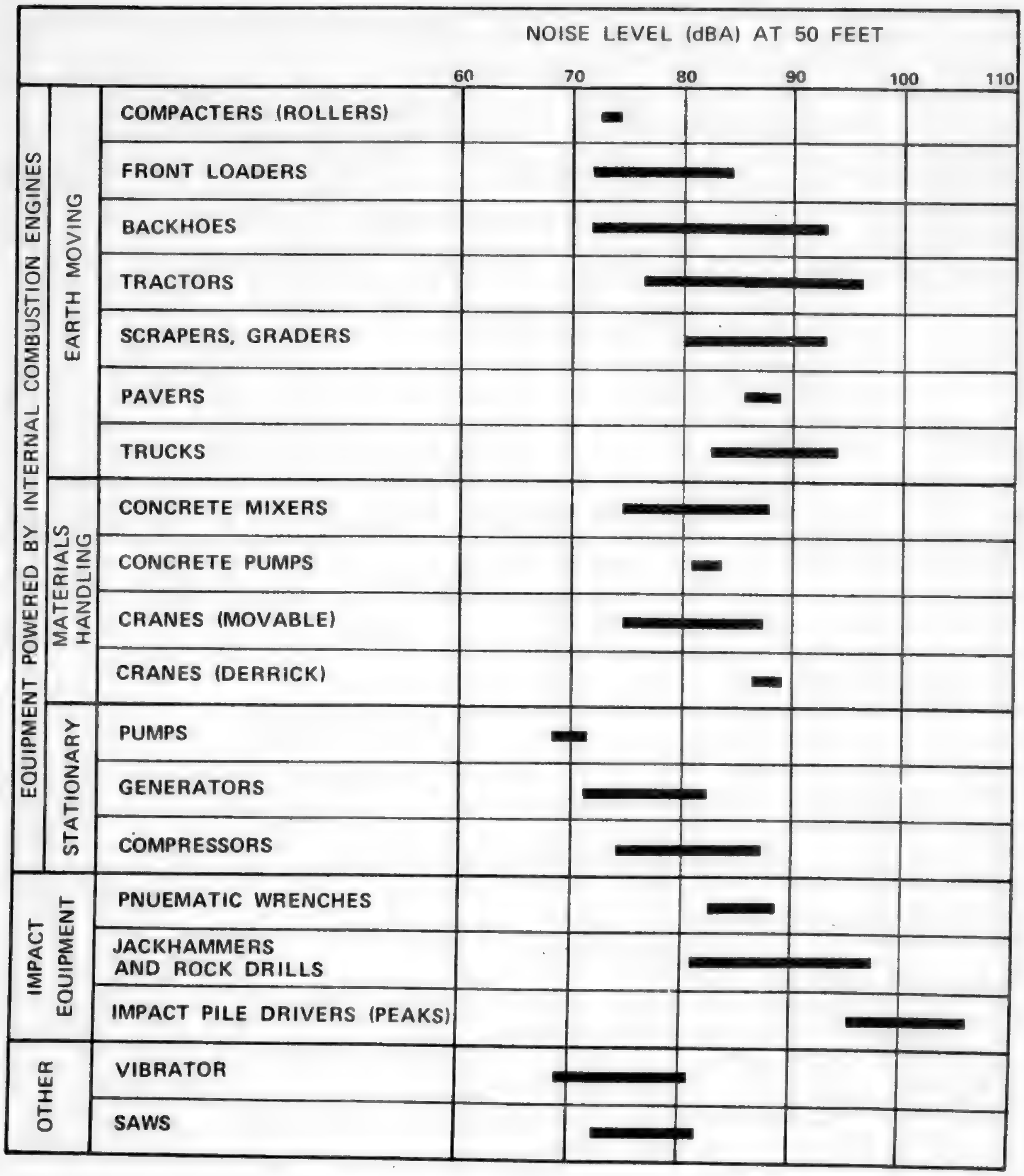
1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.
5. Rock crushing or screening operations performed within 3,000 feet of an occupied dwelling shall block the direct view of the affected dwelling units through the strategic placement of material stockpiles or as directed by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noise construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noisy work will be occuring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

FIGURE 5

CONSTRUCTION EQUIPMENT NOISE RANGES



LCDC STATEWIDE PLANNING GOALS AND GUIDELINES

The Air, Water, and Land Resources Quality goal is to maintain and improve the quality of the air, water, and land resources of the state. Noise is addressed in the "Waste and Process Discharges" section of the LCDC guidelines. New developments must not threaten to violate or violate applicable state or federal environmental quality statutes, rules, and standards. In the absence of any applicable State noise standard, for purposes of review with respect to LCDC coordination, this report has been prepared in accordance with FHWA FHPM 7-7-3. In doing this, the Federal noise standards have been met.

Another section of the LCDC goals pertaining to environmental resources which can be analyzed with respect to air sheds and water basins, states that discharges shall not (1) exceed the carrying capacity of such resources, considering long range needs; (2) degrade such resources; or (3) threaten the availability of such resources. Noise (or quiet) is not a resource which can be inventoried by geographic boundaries such as air sheds or water basins, so no noise assessment is made with respec to this LCDC goal.

Form FHWA 121 (1/80)

Bon 19-1
Coquille R

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-50(2)
Coquille River Bridge
Coquille Bandon Highway
Coos County

Date: August 28, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. F. E. Terpin, Location Engineer

Your request for establishing the type of structure and reduced standard width is withheld pending the development of the environmental process. The proposal has been approved as a Category 2 project requiring an assessment and a Finding of No Significant Impact. Alternative choices are still pending, therefore, it is premature to establish design criteria.

If the environmental development establishes the design details listed in your letter of August 19, 1980, you should resubmit a request for deviation from standards.

G. L. Green

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (F E Terpin, Loc)

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FOR
Info Inves R/D D/R Sign Act File

CON 12-

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 15 #244

TO: MEMO TO THE FILES

DATE: August 27, 1980

George C Wills

FROM: George C. Wills
Location Field Engineer

NOTED
E. S. HUNTER

SUBJECT: Coquille River Bridge
Coquille-Bandon Highway
Coos County

I discussed Frank Terpin's letter to Glen L. Green of August 19, 1980 with Herb Schell of the FHWA this date. It was indicated by the FHWA that insufficient information is available for the evaluation of the request for the reduced width of structure, and that reevaluation of a 36-foot width versus the 40-foot width would be made after the hearing and when the location phase nears completion.

We agreed that a response to the letter of August 19, 1980 was not required at this time, and that the matter would be brought up at a later date.

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AUG 27 '80
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

GCW:ge

cc: E. S. Hunter
J. H. Versteeg
F. E. Terpin
Len Wallace
Glen L. Green, FHWA
Herb Schell, FHWA

Contains Recycled Materials

August 19, 1980

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Coquille River Bridge
Coquille-Bandon Highway
Coos County

The subject project is proposed to replace the existing bridge which is obsolete (sufficiency rating 2.0 on listing dated 10-18-78). The present structure is a draw span (Swing) which has rarely been opened for river navigation in recent years. The Coquille River Port Commission has requested that provision be retained for navigation and informally concurred in the concept of a "roll-out span" for the new structure. The "roll-out span" requires an external machine to open and close the span. It is proposed to be a heavy-duty type towing vehicle. This proposal limits the weight of the movable span to about 150 tons. The anticipated clear horizontal opening for navigation is 40 feet which limits the roadway width to 36 feet in order to maintain the span within the noted weight limitation.

The cost saving, using the "roll-out span," is substantial.. Tabulation of estimated costs (1979 dollars) of alternatives at a location downstream from the existing structure is as follows:

Roll Out Span	$ 3.6 Million
Double Bascule	4.6 Million
Swing Span	4.9 Million

The saVings at other locations would be similar.

It is our opinion that the 36-foot wide structure is adequate for future traffic during the life of the proposed structure. The structure is adjacent to the urban development of the City of Coquille. The six-foot wide shoulders would provide emergency parking and still allow flow of traffic in both directions around a stalled vehicle. Projected traffic figures for the life of the structure are not likely to reduce the service level below a tolerable level during the life of the structure. Present average daily traffic (1979) is 2,300 vehicles. It is proposed that approach roadways to the structure also be constructed to the 36-foot top width.

As per discussions with Tom Lowe of your office, we are presenting our request to you to concur that the proposed 36-foot roadway is a reasonable diviation from standards.

Sincerely,

George C. Wills
Location Field Engineer

for

Frank E. Terpin
Location Engineer

GCW:ge

cc: Alfred Shirley
Gary A. Potter
D. O. Christensen
L. E. George

[illegible]

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 15 #244

TO: Walt Hart
Bridge Engineer

DATE: July 23, 1980

FROM Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: Coquille River Bridge Section
Coquille-Bandon Highway
Coos County

NOTED
E. S. HUNTER

This is to inform you that we are anticipating a public hearing, in the near future, to discuss the replacement of the bridge on subject section.

Will you please notify the U.S. Coast Guard of our intent and determine if a combination Coast Guard-Highway hearing is feasible.

By a copy of this letter, I am also requesting Gary Potter, Environmental Unit Manager, to have his people work with you while preparing the project's environmental document to ensure Coast Guard participation.

DB:ge

cc: E. S. Hunter
A. Shirley
G. A. Potter
F. D. Morrison
W. Hackleman

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CCN 17-1
Coquille
R.B

STATE OF OREGON
HIGHWAY DIVISION - ODOT
DEPT

378-6883
TELEPHONE

INTEROFFICE MEMO
LOC 15

TO Alfred Shirley, Jr.
Region 3 Engineer

DATE January 22, 1980

FROM Frank E. Terpin
Location Engineer F.E.T.

SUBJECT Coquille River Bridge
Coquille-Bandon Highway
Coos County

NOTED
E. S. HUNTER

The attached sketch map indicates modifications to Alternate 7. These were required due to weight limitations on the proposed "rollout" span. With the skew on Alternate 7, the weight would approach 200 tons; whereas, the reduced skew of Alternate 10 or 11 would reduce the weight of the rollout span to about 150 tons.

Alternate 10 costs about $3.6 million and appears to miss the city park. Alternate 11 goes through the city park but costs only $3.4 million. The cost difference is due to the additional embankment required southerly of the existing Coquille-Bandon Highway.

Several steps are appropriate at this time. The park boundary seems to be a determinate and survey work should be instituted immediately to establish its true location. The second would be your review of Alternate 10 and 11 as it relates to your previous discussions with the city of Coquille, and give us your recommendation.

Additional maps, estimates and profiles are attached for your reference.

GCW:ge

Attach.

cc: E. S. Hunter
J. H. Versteeg
G. Potter
V. A. Berning

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JAN 23 '80
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FOR

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
February 27, 1979

FILE: LOC 17

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: Frank Terpin
Location Engineer

NOTED
E. S. HUNT

We have reviewed the alternate proposals for the replacement of the Coquille River Bridge on the Coquille-Bandon Highway and agree with your recommendations but I would also like to add Alternate No. 7.

A citizen's committee has not been appointed and I do not plan to do so. The project has been placed in Category 3 Major and the environmental document will be a negative declaration in which case the Action Plan does not require a Citizen's Advisory Committee.

as/cw

cc J. H. Versteeg ✓
Gary Potter

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FEB 28 1979
ENGINEERING SECTION

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson
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FOR

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244

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 23, 1979

FILE:

FROM: Frank E. Terpin
Location Engineer F.E.T.

TO: Alfred Shirley, Jr.
Region 3 Engineer

SUBJECT: Coquille River Bridge
Coquille-Bandon Highway
Coos County

Enclosed you will find plan, profile and estimates for four alternatives on subject project (alternates 3, 4, 7 and 8). Please note that the right-of-way costs are not included and that those costs would vary substantially between the alternates.

The river transportation interests will have a positive bearing on the final decision by the U.S. Coast Guard on navigational clearances. As we have discussed, it would appear that those interests should be sought out and their future plans and needs determined prior to further study of the alternatives.

People and exhibits are available if your needs require.

GCW:ge
Encl.
cc: V. H. Versteeg
W. J. Hart
G. Potter

1 Versteeg ✓
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

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MAR 26 1979
ROAD DESIGN SECTION

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

CON 19-1 [illegible]

FEDERAL AID PROJECT NO
50(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80167

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	2-27-78	Primary 50 Secondary 244

RECEIVED
DOT OPER[illegible]
MAR 1 '78
RETURN TO

GENERAL LOCATION:
"Coquille River Bridge (Coquille) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
XX OTHER (Specify): All phases of PE, including Archeology salvage, necessary to obtain a final negative declaration TEC NTE $75,000 Federal funds - $64,350

☐ ACQUISITION OF RIGHT OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 2-15-78 letter.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-27-78	G. K. Hassner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 22, 1977

RECEIVED
STATE FORESTER
NOV 23 77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM: R. L. Schroeder
Maintenance Engineer

TO: Jack L. Sollis
Assistant Attorney General

SUBJECT: Coquille River Br. #598
Hwy. 244, M.P. 17.08

NOTED
H. S. COULTER

In your letter of November 15, 1977, you express concern about the adequacy of the wooden rail on the Coquille River Bridge at Coquille. All timber bridges with timber decks, curbs, and/or sidewalks have wooden handrails, usually consisting of 6" x 8" posts and 3" x 8" rails bolted together. There are somewhere between 200 and 300 of these on the state highway system, and none of them are adequate to contain vehicles.

The only bridge railings meeting current acceptable standards are 2 or 3 tube rails (aluminum or steel), GM barrier type rails, and concrete parapet rails. Since any system is only as strong as the weakest part, attaching any of these rails to a timber bridge reduces their containment value to very nearly that of timber.

The contributing factors to accidents on the Coquille River Bridge are roadway geometrics. The bridge is narrow (17.7 ft.) and has a bad curve at one end. A study of the accident frequency for the past 5 years reveals a fixed object accident with 2 injuries reported to motor vehicles in 1975. A search of the damage to structure reports reveals 1 repair in 1974, 2 in 1975 and 2 in 1976. A more in depth study would probably reveal that some of these damage to structure reports were caused by restricted vertical clearance of the steel through truss spans.

Because of the general structural deficiencies, both physical and geometric, the Coquille River Bridge has for years been high on the priority list for replacement (currently #3 statewide). It is eligible for special bridge replacement funds, which happen to be inadequate for immediate replacement. Whether or not the above mentioned accidents are considered excessive, or even if that is immaterial, nothing has been planned to strengthen the timber railing. This is due partly to the hope that the bridge will soon be replaced and partly due to the lack of methods available to strengthen the railing to fully contain a vehicle.

Attached is a sketch of reinforcing details that may deflect vehicles more effectively and prevent penetration of the rail in minor hits. The rails would not be adequate to contain a direct, design load impact as required by current standards. The guardrail mounted on steel posts bolted to the sidewalk curb may keep a vehicle from riding up on the sidewalk, which is not uncommon on a narrow, curved roadway. If there is no sidewalk, a guardrail attached to the wooden rail would tend to spread out the force of an impact, but if a car did go through there would be more damage to the structure.

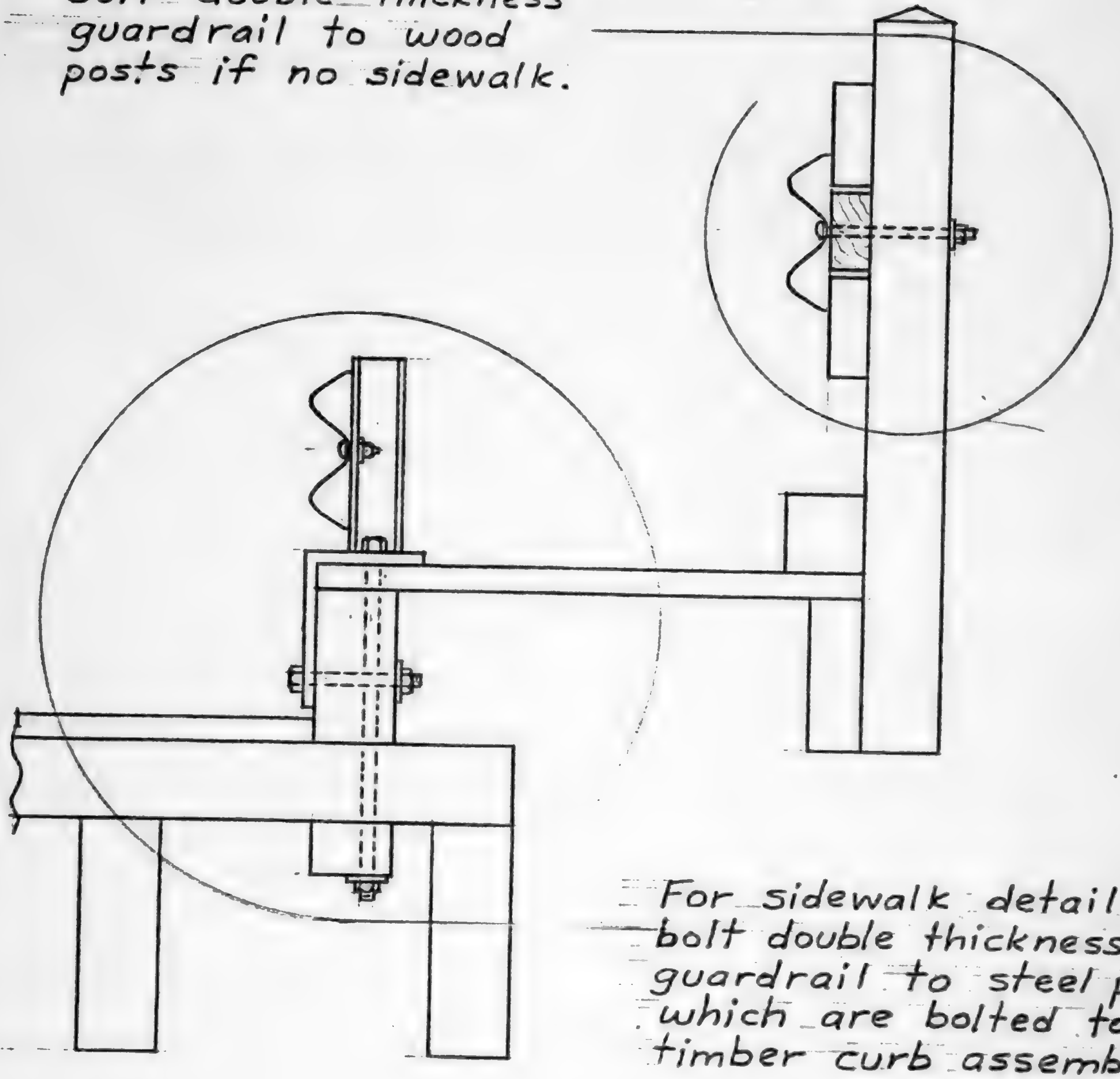
The estimated cost to mount a guardrail on the sidewalk curbs of the timer approach spans of the Coquille River Bridge is $15,000, which is about $30 per foot. There would be an additional, unknown cost to replace the decayed sections of curb and sidewalk so there would be something to fasten the guardrail to. It is estimated that $32,000 worth of maintenance (replace stringers, caps, piles, etc.) will be needed within the next 12 months.

It does not seem appropriate, with tight scheduling of maintenance funds and impending replacement of the structure, to fund any work not necessary to maintain the structural capacity of the bridge. Reduction of accidents and guaranteed containment of vehicles can only be accomplished by replacing the structure.

RLS/JHW:hc
Attachment

cc: H. S. Coulter ✓
E. S. Hunter
D. H. Moehring
Walt Hart
A. Shirley

Bolt double thickness guardrail to wood posts if no sidewalk.



For sidewalk detail, bolt double thickness guardrail to steel posts which are bolted to timber curb assembly.

TIMBER BRIDGE RAIL REINFORCING

1 ON [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon- Department of Transportation

PROJECT TITLE: Coquille-Brandon or Rt. 425 COQUILLE RIV. BR.

PNRS #: 7710 2 210

DATE: November 17, 1977

The State Clearinghouse has received additional comments from Division of State Lands subsequent to our conclusion letter of November 16, 1977, please see copy(ies) attached for your attention.

Additional ~~Clearinghouse~~ comments:

RECEIVED
STATE HWY ENGR
NOV 28 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

cc: G. L. Green
J. B. Boyd
W. J. Hart
Aeronautics Div.
B. L. Gifford
H. S. Coulter ✓
J. H. Versteeg
A. Shirley, Reg.3
Paul Hartwig, Parks
F. E. Terpin
Gary Potter
B. E. Brown, Dis. 7

BEN GIFFORD
9-30-77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7710 2 210 Due Date: NOV 11 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ma

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation
PROJECT TITLE: Coquille-River Bridge
Coquille -Brandon Hwy. or Rt. 42S
DATE: November 16, 1977

The state has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
A. Shirley, Reg. 3
B. E. Brown, Dis. 7
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENG
NOV 18 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7710 2 210

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S. COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
9-20-77

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7710 2 210 Due Date: NOV 11 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- (✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC Nov 4 By John R Gustafson

7710 2 210

✓ I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Coos County comprehensive plan and efforts to update the plan (i.e. the Counties compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals

#12 Transportation and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

10/24/77
lo

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7710 2 210 Due Date: NOV 11 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THIS OFFICE WILL COORDINATE SOME FORM OF MITIGATION SUCH AS AN HISTORIC ENGINEERING RECORD OR PHOTO RECORD OF THIS SWING SPAN BRIDGE TO BE REPLACED OVER THE COQUILLE RIVER IN COOS COUNTY.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANC
525 TRADE STREET SE
Agency SHPO SALEM, OREGON 97310

By David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7710 2 210 Due Date: NOV 11 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☒ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed replacement of the Coquille River Bridge is badly needed and we have no objection to the project provided the following precautions are taken.

1. No petroleum products, creosote or other pollutants will be allowed to enter the stream.
2. Turbidity must be kept to a minimum and all exposed areas grass seeded and stabilized as soon after construction as possible.
3. No fresh concrete will be allowed to enter the water.
4. Timing of inwater construction must be coordinated with our district fishery biologist, Bill Mullarkey (Coos Bay 269-1200).
5. Alternative 2 will have the least impact on wildlife habitat. If Alternative 1 is selected mitigation should be provided to replace the loss of property at Sturdevant Park.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 11/9/77

Coquille

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S   S T A T E   R E V I E W

Project #: 7710 2 210 Due Date: NOV 11 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

NOTED
E. S. HUNTER

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
TECHNICAL SERVICES
NOV 23 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - COQUILLE RIVER BRIDGE

REMARKS (Please type or print legibly)

THIS OFFICE WILL COORDINATE SOME FORM OF MITIGATION SUCH AS AN HISTORIC ENGINEERING RECORD OR PHOTO RECORD OF THIS SWING SPAN BRIDGE TO BE REPLACED OVER THE COQUILLE RIVER IN COOS COUNTY.

ISTORIC PRESERVATION OFFICE
TATE PARKS & RECREATION BRANC
525 TRADE STREET SE
ALEM, OREGON 97310

Agency SHPO

By David E Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02	12] APPLICANT [45 Dept. of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 ODOT Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Coquille River Bridge	
11	12] PROJECT LOCATION—CITY Coquille-Bandon Hwy. OR Rt. 42S	PROJECT LOCATION—COUNTY Coos PROJECT LOCATION [79 SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This proposal is to replace the present structure with a structure of adequate [71

07 12] width and vertical clearance as well as location permitting good alignment [71

08 12] of the approaches and connection with the Coquille-Arago County Road. [71

09 12] (See Attachment) [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,150,000	-	350,000	-	-	2,500,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 US Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Sept. 30, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:

41] MONTH [42	43] DAY [44	45] YEAR [46
Oct	31	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 30, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 3 project of major-non significant environmental impact under Oregon's Action Plan.

CATEGORY
3 PROJECT

MAJOR-NON SIG
F-50(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 8, 1977
Section Coquille River Bridge
Unit (if appl) N/A
County Coos
City Coquille
Highway Coquille-Bandon
State Hwy. No. 42S; #224
Termini: M.P.(if appl) M.P. 16.53-17.19
Length 0.55 Mi.
Region III
Construction Estimate ______
Program Amount

B. Purpose of Project:

To increase traffic carrying capacity and safety with a new structure over the Coquille River.

C. Origin & History of Project: The present 254' steel truss swing span bridge was built in 1921. It has a minimum deck width of 17'-8" and vertical clearance of 14'-9" along with wooden sidewalks. Narrow width necessitates one-way traffic for trucks or wide RV's. In the last year several trucks have broken through the wooden sidewalks on the sharp approach curves and several vehicles (E.B.) have failed to make the sharp curve onto the bridge, going through the guardrail and over the embankment. The deck is often strewn with glass from broken side mirrors. Maintenance has been heavy and the bridge is in need of maintenance work now. The bridge is structurally inadequate, its use being limited to legal loads only, and the structure has consistently placed high on the region and state bridge replacement priority lists.

D. General Description of Project:

To replace the present structure with a structure of adequate width and vertical clearance as well as at a location permitting good alignment of the approaches and a good connection to the Coquille-Arago County Road.

Alignment: New XX Existing ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No
Proposed: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 2200 ; Projected ADT 3200 ; Yr 1997
Existing Level of Service ______

Proposed Facility: Projected ADT 3200 ; Yr. 1997
Projected Level of Service ______

(For Alternative 1 & 2 Only)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels ____
Yes, No

Acres to be determined. ; Type of Relocation Req. ____ No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:
Borrow will be required. The source of borrow, paving and surface materials will have to be determined. No waste disposal will be required.

Type of Structure(s): Present structure is a 254' steel truss swing span. The new structure would be approximately the same length and under present regulations would require a span opening.

Other than for required annual Coast Guard openings and occasional maintenance openings, the bridge has been opened twice since January, 1971. These two openings have been for a single fishing vessel, making a round trip.

Brief Description of River or Stream and Type of Involvement, if any:
The project will be for a new (replacement) crossing of the main stem of the Coquille River, a coastal stream affected by the tides in this reach. The river is subject to frequent flooding. Existing approaches are on piling making a waterway over 500' wide. About 1000' downstream the natural waterway is restricted to approximately 450' in width between the existing highway and railroad fills, and flooding of the highway some-

Local City, County or COG priorities of project: (see p. 2a)

The project has not been rated by local governments, but any rating process should place it high in priority.

FHWA and/or OSHD approvals given, if any: None to date. Division correspondence indicates a need for the project. In 1973 FHWA evaluation of this structure indicated it to be eligible for replacement with funds provided under Section 144, Title 23 U.S.C. (Special Bridge Replacement Prog.)

Location or Design Alternatives (identify and describe): Alternatives have been given a preliminary look in developing the assessment. Some are substantial departures from the existing alignment since the right angle approaches to the present structure are one problem the replacement should remedy.

Each alternative examined has its own mix of advantages and disadvantages. The balance may be more fully evaluated in the ensuing negative declaration. In summary form, some of the differences in alternatives are as follow (see attached photomosaics):

(continued on p. 2a)

Other Descriptive Information or Comments:

(Attach project sketch map.)

Brief Description of River or Stream and Type of Involvement, if any:

times occurs at this point. So the waterway or immediate floodplain should probably be kept approximately 500' in width. (see also Natural Setting)

Location or Design Alternatives (identify and describe):

Alt. 1:

Build 600' of structure
" 2000' of st. hwy. roadbed
" 1700' of county road
Requires approx. 9 ac. hwy. R/W
" " 2 ac. co. rd. R/W

Crosses 2 sets of RR tracks, at grade, with sufficient distance to properly separate the X-ing from the approach structure.

Would impact an unimproved city park, would also damage livestock corrals.

Alt. 2:

Build 600' of structure
" 1200' of st. hwy. roadbed
" 1900' of county road
Requires approx. 5 ac. hwy. R/W
" " 2½ ac. co. rd. R/W

Crosses 3 sets of RR tracks at grade with little distance between tracks and structure approach necessitating a steep grade.

Skew angle over tracks and river would be greater than for Alt. 1.

Would damage access to nearby warehouses, would not damage livestock corrals.

Avoids city park.

Location or Design Alternatives (identify and describe):

Study of all alternatives will require consideration of an elevated grade line with a fixed span as well as the lower grade line utilizing an opening span.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The proposed bridge would cross the main stem Coquille River, below the confluence of all its major forks, in the vicinity of Coquille (R.M. 24). The Coquille River drains a total basin of 1,070 mi^2 and, coupled with its longest tributary (the South Fork, 63 miles long), runs 99 miles from its headwaters to Bandon. It is an extremely sluggish stream in its lower reaches, having a very flat gradient. The tidal reach is 36 miles (to Myrtle Point), salt water intrusion has been recorded as far as Coquille (24 miles), and at Coquille the average elevation of the river bottom is 15 feet below mean sea level.

High water exceeds bankfull stage at Coquille nearly every year (approx. 18,000 c.f.s.). Any one of the North, East, Middle, or South Forks may discharge 18,000 c.f.s., plus, an average of once every 3 years. Over half of the 53 mi^2 of basin cropland lies in the floodplain. During the 1964 flood, which is estimated to have reached flows on the order of 120,000 c.f.s. (just the South Fork hit 48,000 c.f.s.), the floodplain is estimated to have stored 300,000 acre/feet in overflow flood waters.

High orographic precipitation, steep upper gradients (as much as 700'/mi.), flat lower gradients (less than 1'/mi for main stem), and high natural levees all aggravate tendencies to flood. Major floods usually combine the following conditions: heavily moisture laden marine air masses surging abruptly east off the Pacific; topographic accentuation - funneling, lifting and "wringing-out" of air masses; previously saturated ground; high tides; strong and persistent westerlies piling up both flood and tidal waters, particularly at the head of the tidal reach; breeching of natural levees; persistence of water on lower lying surrounding lands for periods of days to weeks.

(See p. 3a)

2. Cultural:

The project area is situated west and/or south of the City of Coquille proper, on both banks of the Coquille River.

For Alternatives 1 & 2 the north bank presents an older industrial-commercial area. Warehousing, trucking, fuel oil distribution, sewage processing facilities, city shops, state highway maintenance facilities, and a modest older motel are close to the existing structure. Sturdivant City Park (unimproved) is more distant. The SPRR also has a line and sidings paralleling the trend of the Coquille River through the project area.

A. Brief Environmental Setting of Project Area:

1. Natural: (continued)

The Coquille Basin has runs of coho and chinook salmon, winter steelhead, searun cutthroat, striped bass and shad. It also has resident rainbow and cutthroat trout, brown bullhead and a few sturgeon.

Though the basin has considerable vegetational diversity, the project reach only has riparian vegetation. Such vegetation includes cottonwood, myrtle, maple, alder, willow and some oak and ash. Ground cover and the lowest story are dominated by trailing blackberry. Away from the river, improved lowland pasture is encountered.

Soils are alluvial, ranging from sands to heavy acidic clays, deposited during repeated inundations.

(Hydrologic data taken from 1972 Corps of Engineers Review Report on Coquille River and Tributaries)

5. Expected Impact on Cultural and Scenic Resources:

Consequences:

Sturdivant Park is an unimproved city park of about 3 acres. It is a pocket of land, subject to flooding, on the inside of a bend on the Coquille River situated between the river proper and the SPRR. At present the park has thick riparian vegetation on the stream banks with a dense, brushy understory. Farther away from the river the cottonwoods, myrtles, maples, etc. are more open and the understory has been largely cleared.

Access to the park is along the railroad from the southeast. It is unmarked, unimproved and in poor condition. The existing dirt roads in the park are badly rutted and have large, poorly drained pockets of water. Several areas of the park have been victimized by trash dumping. The area is posted against cutting of firewood. The park's main recreational use appears to be for bank access for fishermen in the fall and winter.

Alternative 1 would remove about 20% of the total park area from its southeastern margin. If this course of action is followed, park access would be considerably improved.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Alternative 1 would use about 20% of Sturdivant Park. All alternatives would involve several acres (5-12) of riparian habitat and floodplain pasture. All alternatives could also encroach upon the SPRR (see also discussion of alternatives).

2. Estimated Impact on Traffic Patterns:

No additional traffic is expected to result from the project. Traffic patterns would only change (and then substantially) under Alternative 3. Otherwise, existing traffic will have a shorter, safer, more modern and direct crossing.

Consequences--Air Quality, Noise, Safety, etc.:

In addition to a pronounced improvement in safety, noise and air quality can be expected to show modest improvement on Alternatives 1 & 2.

3. Estimated Impact on Land Use:

There would be a physical conversion of pasture land plus small quantities of warehouse yard space and RR right-of-way to roadway use. Again, under Alternative 1 about 20% of the city park space would be lost and livestock corrals would be impacted.

Consequences:

No great consequences are anticipated under Alternatives 1 & 2 - the viability of impacted parcels is not threatened.

4. Expected Impact on Natural Ecological Resources:

New bridge piers will be located in the channel. Part of the river banks will be cleared for bridge abutments. Limited riparian vegetation will be cleared some distance from the river - the quantity being greater if the park is impacted. Natural high water flows in the immediate floodplain would be altered somewhat.

Consequences:

No significant consequences are expected to result.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey will be required.

Consequences: (See p. 4a)

6. Preliminary Identification of Areas of Critical Concern:

Constriction of floodplain
Possible use of city parkland
Right-of-way impacts on Alternative 3

7. Potential for Controversial Issues:

Possible use of park
RR grade crossing
Provisions for navigability in replacement structure.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards A noise study will be conducted in conjunction with the negative declaration.

c. Water Quality Standards Work will be coordinated with the Department of Fish and Wildlife and the Division of State Lands, as well as the Corps of Engineers and Coast Guard. Work will observe DEQ water quality standards.

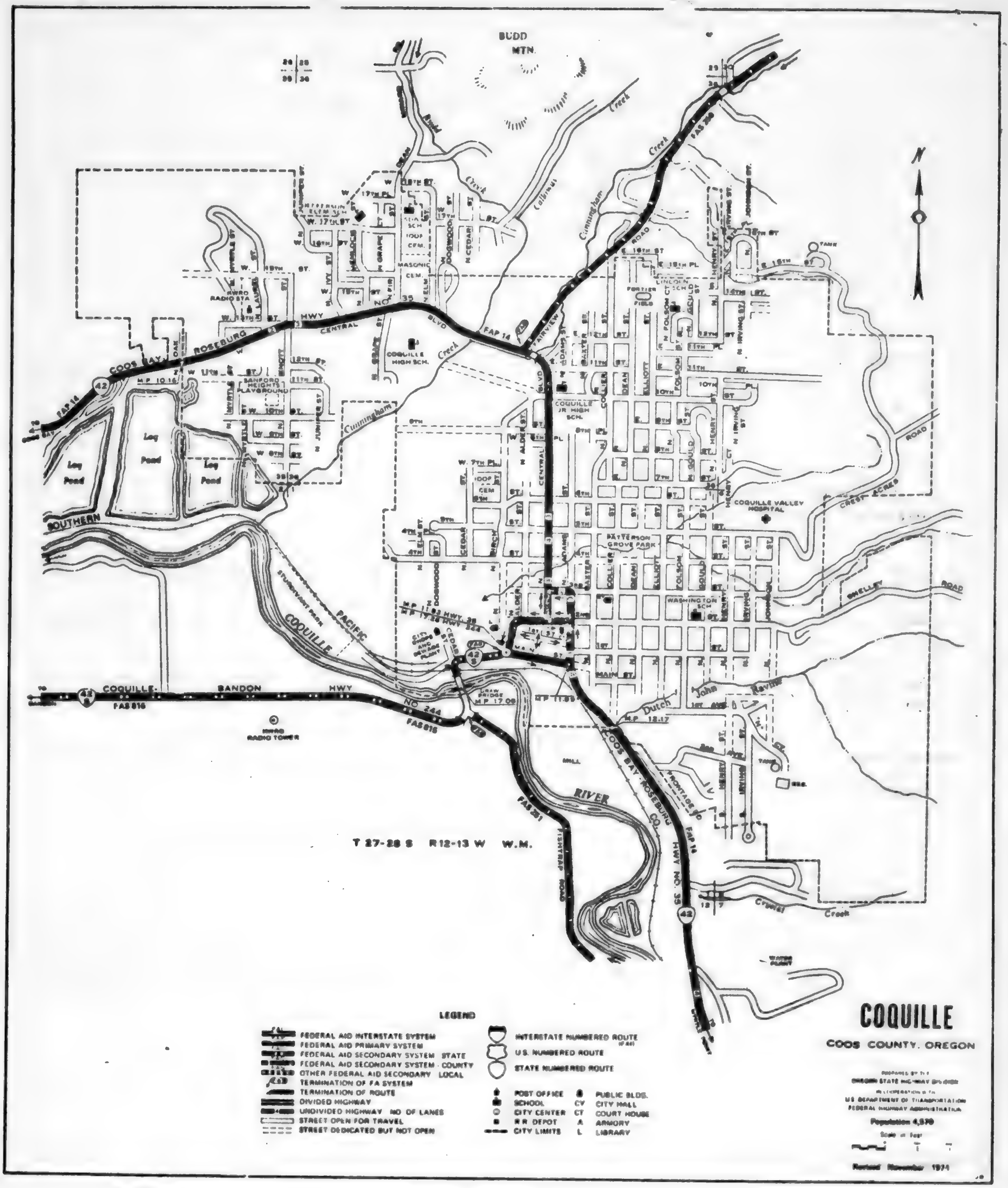
d. Area Land Use and Transportation Plans, and Zoning
No known conflict other than potential need for park land. This will be discussed in the negative declaration.

C. Recommended Type of Action and Documentation:

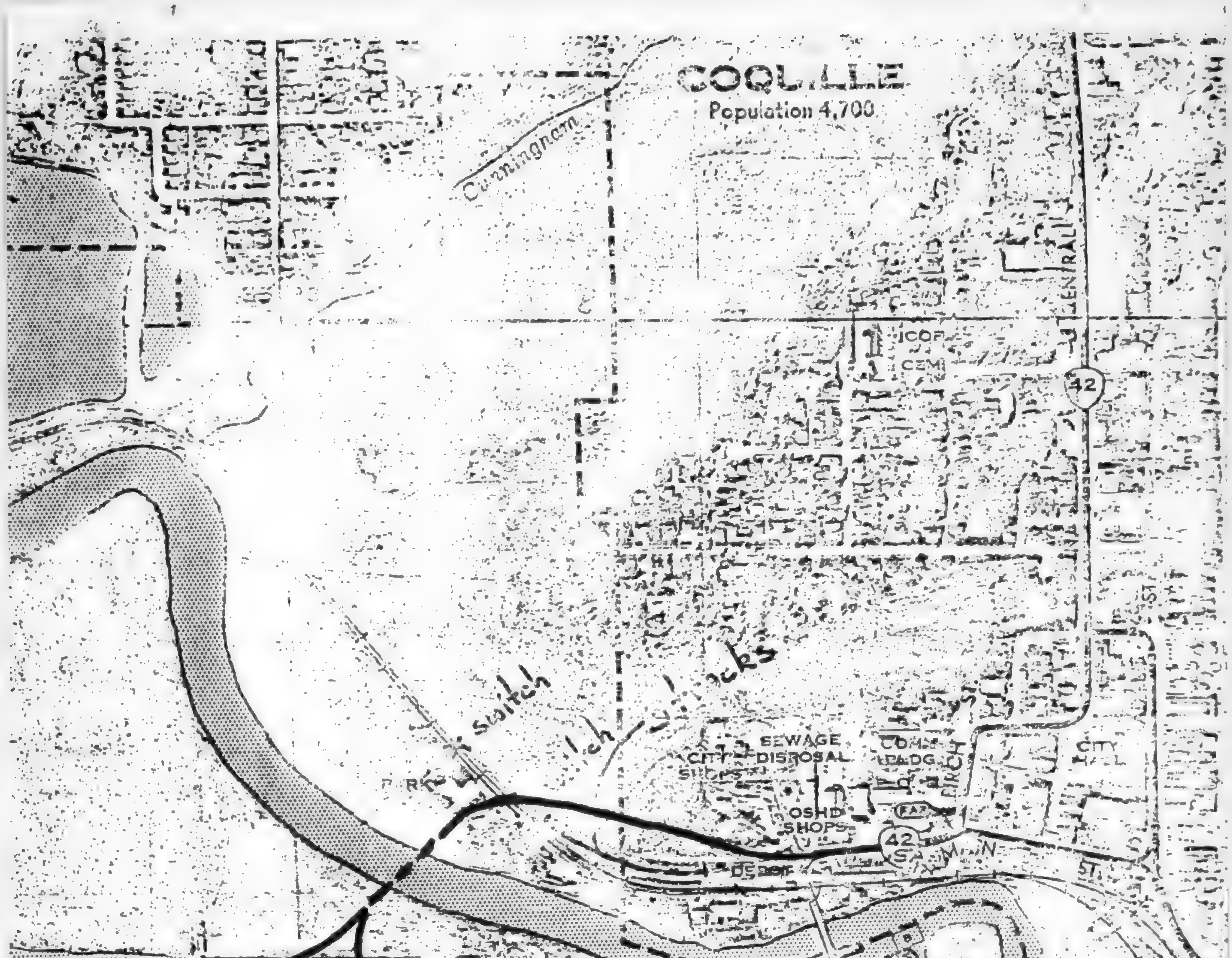
-------------MAJOR ACTION------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	XX D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	Poss. Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


COQUILLE
COOS COUNTY, OREGON
PREPARED BY THE OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
Population 4,570
Scale in Feet
Revised November 1971
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
BUDD MTN.
COOS BAY - ROSEBURG HWY NO. 35
COQUILLE - BANDON HWY NO. 244
FAP 14
FAS 816
FAS 261
COQUILLE RIVER
SOUTHERN PACIFIC
Log Pond
COQUILLE HIGH SCH.
COQUILLE JR. HIGH SCH.
WASHINGTON SCH.
LINCOLN SCH.
COQUILLE VALLEY HOSPITAL
PATTERSON GROVE PARK
SANFORD HEIGHTS PLAYGROUND
MASONIC CEM.
IOOF CEM.
Cunningham Creek
Catching Creek
John Dutch Ravine
Cripple Creek
CREST ACRES ROAD
SHELLEY ROAD
DRAW BRIDGE M.P. 17.08
M.P. 11.59
T 27-28 S R 12-13 W W.M.
N

1" : 1600'±


COQUILLE
Population 4,700
Cunningham
ICOF
CEM
42
CENTRAL
switch
tracks
PARK
SEWAGE
DISPOSAL
CITY
SHOPS
COMM
BLDG
BIRCH
CITY
HALL
OSHD
SHOPS
FAP
42
DEPOT
S. MAIN ST.
KWRO
RADIO
TOWER
HWY
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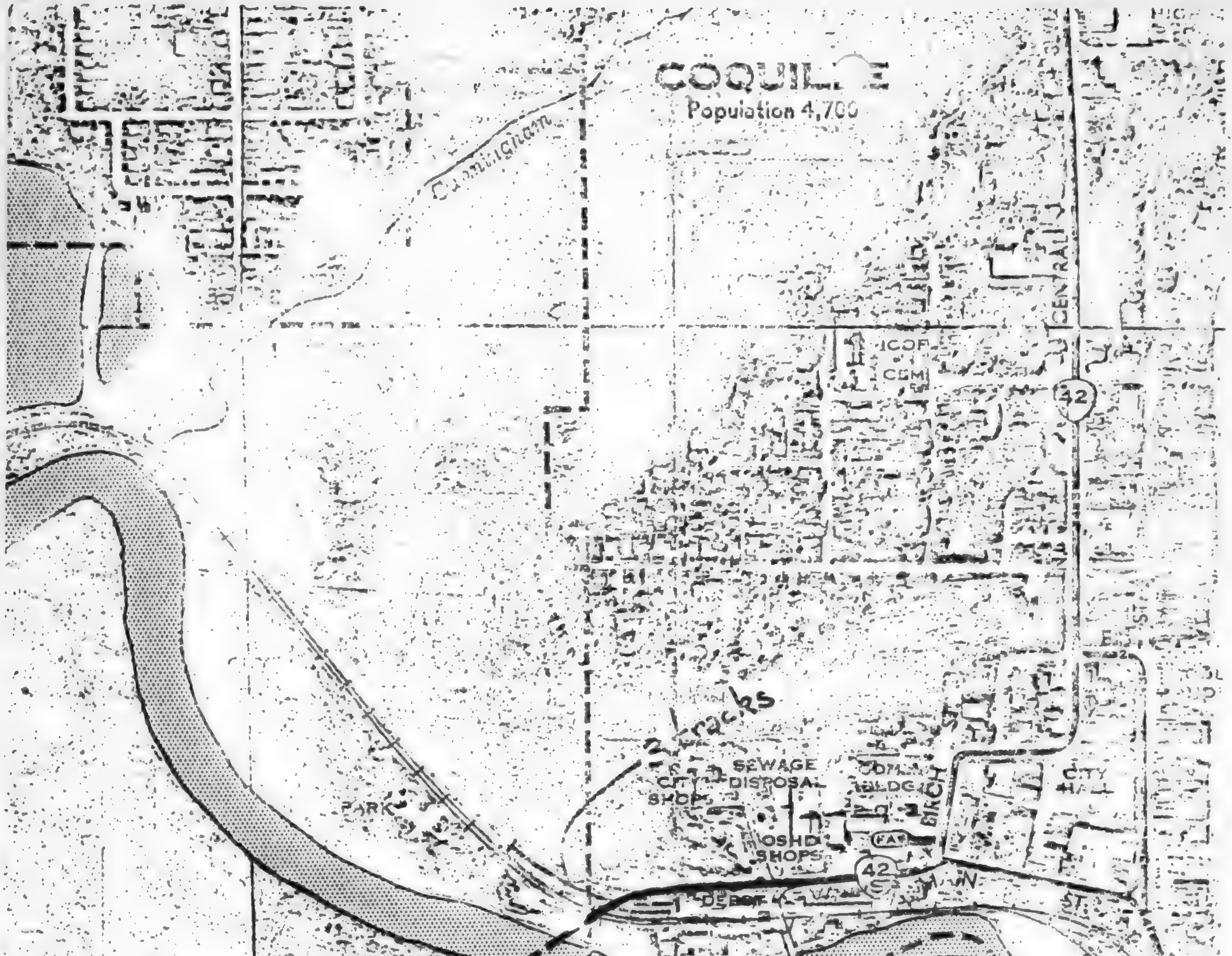
FAS 815
FAS 251
livestock corrals
Alt 1
COQUI


COQUILLE
Population 4,700
Cunningham
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tracks
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HWY
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FAS 251
COQU
Alt 2

10,153

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: September 30, 1977

TO: E. S. Hunter
Technical Services Engineer

Fred

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Coquille River Bridge

Your report on the Coquille River Bridge is enclosed. I agree with the suggestions made by Mr. Shirley that we should initiate a survey project for the relocation and reconstruction of the Coquille River Bridge, anticipating that there will be sufficient Special Bridge Replacement funds in the future for replacing this old, deteriorated structure.

I also agree that we should take no further action as far as the Coquille re-route is concerned--at least until we have the results of the vote next May.

FBK:srb

Enclosure

cc: Robert A. Burco
L. W. Rulien
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
SEP 30 '77
REFER TO
Locating
FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

Cy Bud Shirley
9-30-77

Initiate the survey
as requested.

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Technical Services Engineer

DATE: September 21, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Coquille River Bridge
Coquille-Bandon Hwy.
Coos County

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-22-77

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Major nonsignificant action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 3 : Alfred Shirley, Jr.
District 7 : B. E. Brown
Region 3 Geologist: Elliott Parker
B. L. Gifford

[illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 8, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project F-50(-)
Coquille River Bridge
Coquille-Bandon
Coos County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's August 15, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration with the possibility of processing a Section 4f statement if alternate 1 is selected.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William W. Kappus
for G. L. Green

cc:
OSHD (Reg. 3, Engelmann)
ODOT (Laux, Potter)

RECEIVED
STATE HWY ENGR
SEP 13 '77
REFER TO
orig to [illegible]
FOR
Info Inves R/D D/R Sign Act File

B.Up. ~~3-1-77~~ 8-1-77

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 31, 1977

FILE: LOC 17

RECEIVED
STATE HWY ENGR
FEB 1 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Alfred Shirley

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Coquille Bridge

TO: E. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER

In accordance with your request, I submit the following concerning the traffic situation improvements in the City of Coquille.

This office has taken a cursory look at the possibility of extending Adams Street-Central Blvd. Couplet northerly. One alternate was to extend it from 3rd to 4th; another from 3rd to 5th; and a third from 3rd St. to 6th St. These are shown shaded in blue, orange and green respectively on the attached sketch.

Also attached is a copy of the cost estimate for the three alternatives.

This office does not recommend any further study of the blue route. The orange route has much larger right of way impacts than the green route and although the green route is a little more costly, I recommend that it be studied if any further studies are in order.

I met last Tuesday, January 25, with the Coquille City Council and the Coquille Planning Commission and these three alternates were presented to them for their consideration. No decision was reached by the Council at that meeting. I anticipate that I will hear from them in the near future on what their preference would be. I will report again when I hear from the City Council.

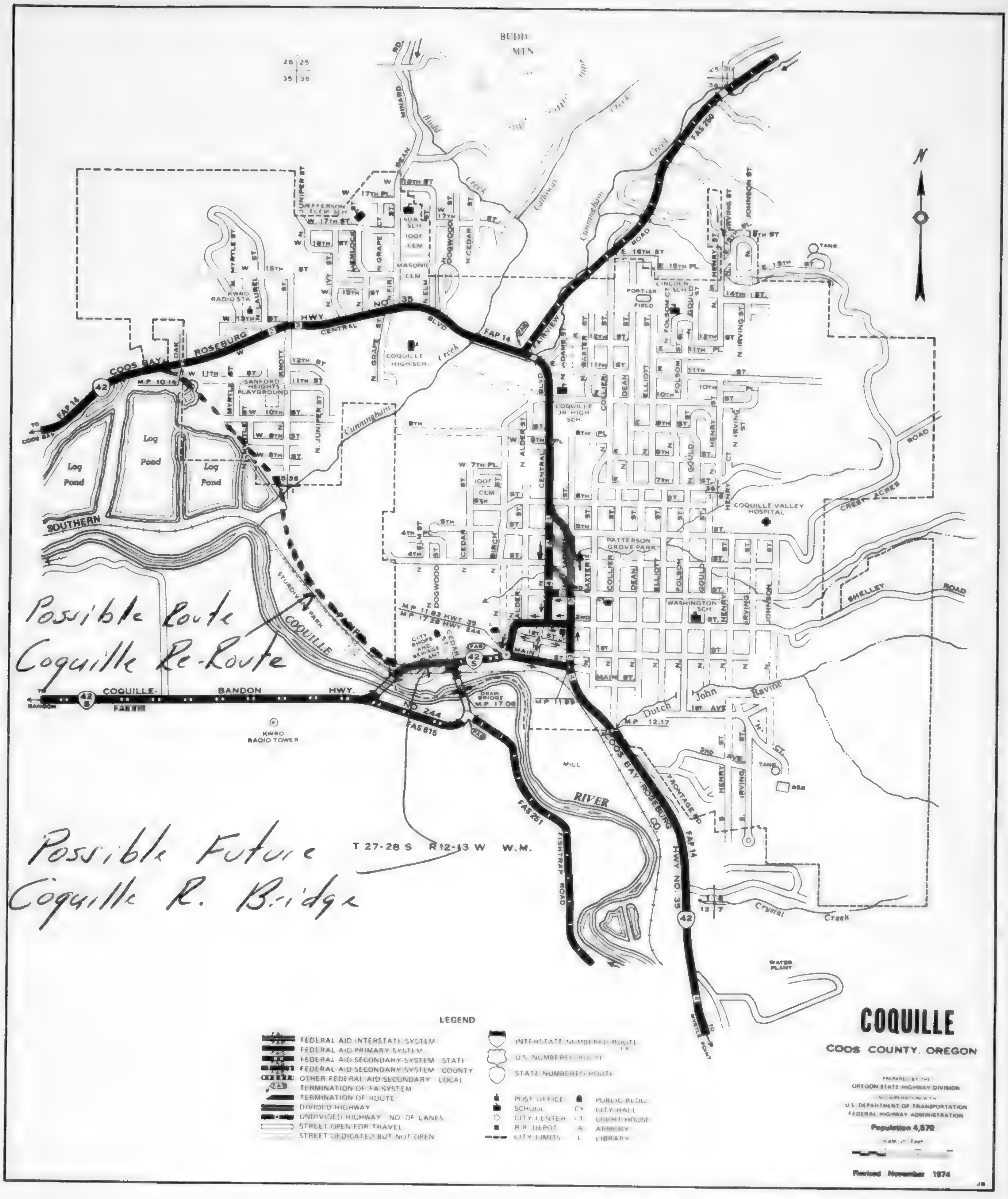
The council was told that this was only a cursory look and that there were no funds at this time for a detailed study or for construction. They were also informed that it does not seem possible that a Coquille re-route could be funded in the foreseeable future and we were ceasing any study on that project. They were also told that we would proceed with the study for the replacement of the Coquille River Bridge in that city.

The attached sketch map shows roughly one possible Coquille re-route route and a possible future Coquille River Bridge location.

It is my recommendation that we study a new Coquille River Bridge along the lines as outlined on the attached sketch.

as/cw
Attach.

cc F. E. Terpin


BUDD MTN
N
COOS BAY - ROSEBURG HWY. NO. 35
CENTRAL BLVD
FAP 14
M P 10.16
Log Pond
Log Pond
Log Pond
SOUTHERN
COQUILLE
RIVER
STURDIVANT PARK
COQUILLE - BANDON HWY. NO 244
TO BANDON
TO COOS BAY
KWRO RADIO TOWER
KWRO RADIO STA
SANFORD HEIGHTS PLAYGROUND
COQUILLE HIGH SCH.
COQUILLE JR HIGH SCH.
JEFFERSON ELEM SCH
LINCOLN SCH
WASHINGTON SCH
FORTIER FIELD
MASONIC CEM
IOOF CEM
PATTERSON GROVE PARK
COQUILLE VALLEY HOSPITAL
CITY SHOPS AND SEWAGE PLANT
DRAW BRIDGE M.P. 17.08
M P 11.63 HWY 35
M P 17.28 HWY 244
M P 11.99
M P 12.17
MAIN ST.
FAS 815
FAS 251
FISHTRAP ROAD
MILL
John Ravine
Dutch
FRONTAGE RD
CREST ACRES ROAD
SHELLEY ROAD
Crystal Creek
Cunningham Creek
Cunningham
Calloway Creek
Budd Creek
WATER PLANT
TANK
TO MYRTLE POINT
T 27-28 S R 12-13 W W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in Feet

Possible Route
Coquille Re-Route

Possible Future
Coquille R. Bridge

COQUILLE

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,570

Revised November 1974

JB

ORANGE ROUTE

Adams Street Extension (Coquille)

Coos Bay-Roseburg Hwy.

LENGTH:	1000 feet		
TYPICAL SECTION:	40 feet, curb to curb		
CURVATURE:	10°		
GRADE (MAX.):	2.9%		
SAFE SPEED:	35-40 M.P.H.		
ESTIMATED COST:	Construction	=	$225,000
	Right-of-Way	=	$180,000
	Total		$405,000

BLUE ROUTE

Adams Street Extension (Coquille)

Coos Bay-Roseburg Hwy.

LENGTH:	600 feet
TYPICAL SECTION:	40 feet, curb to curb
CURVATURE:	10°
GRADE: (MAX.)	4.5%
SAFE SPEED	30-35 MPH
ESTIMATED COST:	Construction = $125,000
	Right-of-Way = $190,000
	Total $315,000

GREEN ROUTE

Adams Street Extension (Coquille)

Coos Bay-Roseburg Hwy.

LENGTH: 1500 Feet

TYPICAL SECTION: 40 feet, curb to curb

CURVATURE: 10°

GRADE (MAX.): 4.2%

SAFE SPEED: 35-40 M.P.H.

ESTIMATED COST: Construction = $325,000

Right-of-Way = $100,000

Total $425,000

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 18, 1976

TO Alfred Shirley

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Coquille Bridge

The Coquille Bridge over the Coquille River needs to be replaced. It has been delayed for several reasons, one of which is the local interest for a bypass of Coquille. Such a project is expensive and will not appear on a construction program for many years with the foreseeable funding levels.

I understand that the County is improving their road along the north bank of the Coquille River. This may change the traffic patterns so as to give some relief to the highway maze in Coquille.

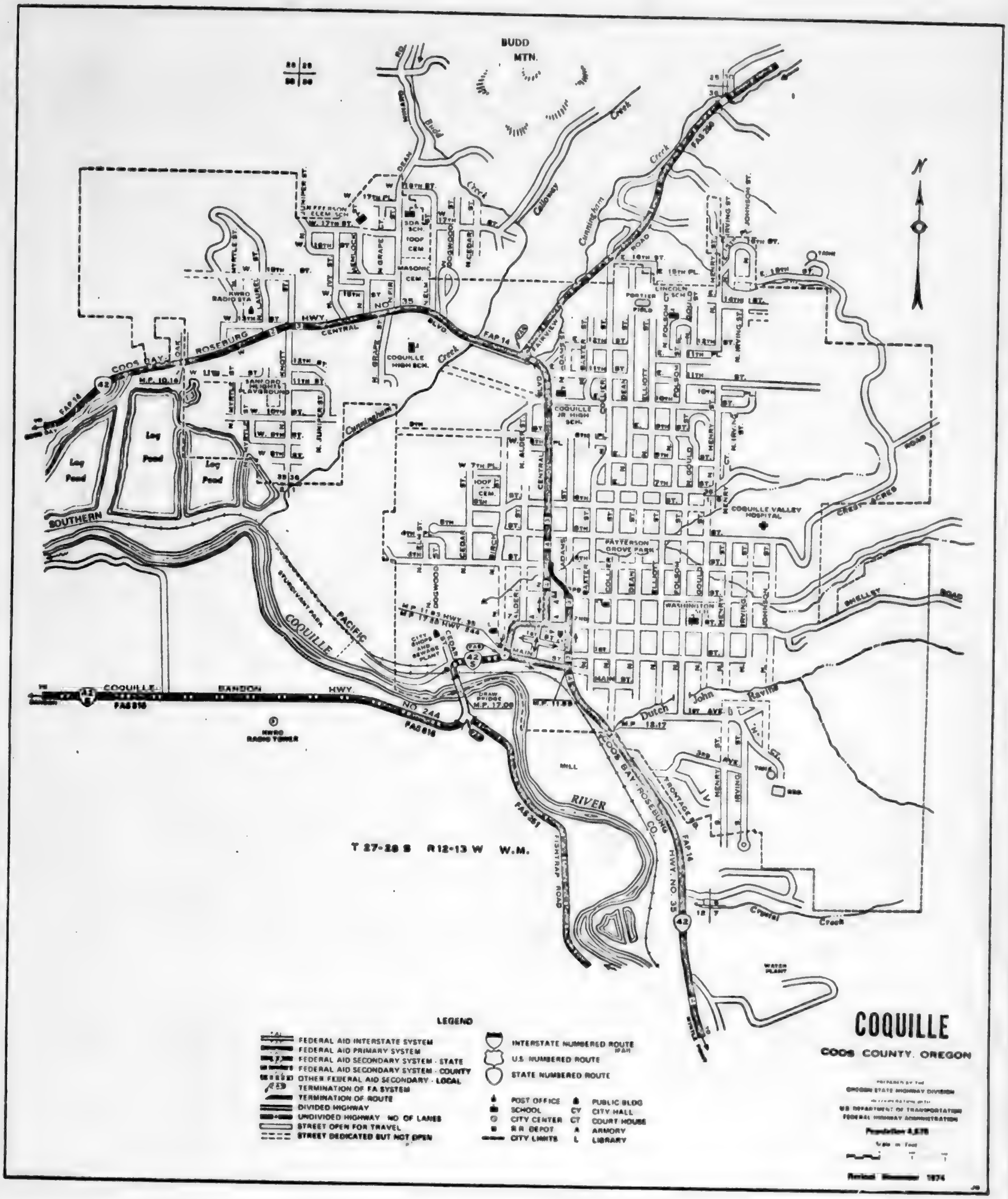
Bill Brown has suggested the Highway 42 traffic in downtown Coquille could be assisted by some minor construction, such as building the connections shown in red on the enclosed map and removing the couplet.

In any event, the need for bridge replacement and some traffic relief in downtown Coquille will not go away. Please review the entire situation in light of these comments and give me a report of the conditions as you see them, with recommendations for solution.

ESH:ja

Enc.

cc F. B. Klaboe (enc.)
H. S. Coulter
R. L. Schroeder "
Frank Terpin "
Walt Hart "
L. E. George "



BUDD MTN.
Budd Creek
Calloway Creek
Cunningham Creek
FAS 236
FAP 14
COOS BAY - ROSEBURG HWY.
CENTRAL BLVD
FAIRVIEW
M.P. 10.16
RWRO RADIO STA.
SANFORD HEIGHTS PLAYGROUND
JEFFERSON ELEM. SCH.
SDA SCH.
IOOF CEM.
MASONIC CEM.
COQUILLE HIGH SCH.
COQUILLE JR HIGH SCH.
LINCOLN SCH.
COQUILLE VALLEY HOSPITAL
PATTERSON GROVE PARK
WASHINGTON SCH.
CREST ACRES
SHELL ST.
ROAD
Log Pond
Log Pond
Log Pond
SOUTHERN
PACIFIC
STURDIVANT PARK
COQUILLE
RIVER
CITY SHOPS AND SEWAGE PLANT
M.P. 17.93 HWY. 35
M.P. 17.93 HWY. 244
MAIN ST.
COQUILLE - BANDON HWY.
NO. 244
FAS 816
DRAW BRIDGE M.P. 17.09
M.P. 11.39
M.P. 18.12
Dutch John Ravine
1ST AVE.
3RD AVE.
RWRO RADIO TOWER
MILL
FAS 251
FISHTRAP ROAD
COOS BAY - ROSEBURG
HWY. NO. 35
FAP 16
FRONTAGE RD.
Cripple Creek
WATER PLANT
T 27-28 S R12-13 W W.M.
N
42
42
35
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in Feet

COQUILLE

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,578

Revised November 1974

Con 14-1

Coquille R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 6, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Program
Selection Criteria - Replacement Candidates

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attn: Mr. H. S. Coulter, Asst State Hwy Engr Operation

We have received the SI&A computer printout sheets for the State of Oregon listing the bridges with sufficiency rating of 50 or less and this is attached. We are also forwarding Oregon's bridge selection criteria for replacement candidates dated April 24, 1975.

Please note we find the following structures eligible as replacement candidates including the new 50 sufficiency rating for candidate selection.

Bridge	Bridge Numbers	Sufficiency Rating
Coquille River	00598	48.3
Ritner Creek	01251	50.0
2nd Street, La Grande	09069	22.0
Cozine Creek	18T01	23.7
Coalbank Slough	02478	26.1
Thomas Creek	12935	42.1
Oswego Lake Outlet	06070	43.1
Island City	04821	26.2
Bear Creek	32C11	36.3
Nehalem River	00574	44.0
Snake River - Idaho	01000	48.3
Beaverton Creek	13089	49.2

NOTED
E. S. HUNTER
CC Ruler
5-9-75

This information is based on your latest submittals to us under this program. We hope it will be helpful in your planning.

for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
Coulter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

cc Hunter

Attachment
Printout (Inc. error sheet)

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
[illegible] JOHNS

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1975

In reply refer to: 1041BR.1/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's March 24, 1975 letter requested that we include three structures to the list of bridges eligible for SBR funding. I am sorry, but I do not have that authority.

Our Washington, D. C. office maintains an inventory of all the State bridges in their computer. This data is information that has been furnished by the State. If you find that the data furnished has become invalid or needs to be changed for one reason or another, it is necessary for you to furnish new data to the Washington computer. With the new data, a new priority list can be computed. This procedure is covered in FHPM 6.7.4.1.

G. L. Green

G. L. Green

3-27-75 cc Rulien
Hart
Mockoving
submit data

RECEIVED
STATE HWY ENG
MAR 26 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act ✓

TE
L L JO

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SBRP's
Con 19-1
Coquille R.

OREGON STATE
HIGHWAY DIVISION

1859

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Eligible Structures
(SBRP)

Attached is a sheet indicating the structures in Oregon that have been declared eligible for Special Bridge Replacement (SBRP) since the inception of this program. You will note that 12 structures have been reconstructed (7 under this program and 5 under other programs). Current records indicate that the following structures remain eligible:

Br. No.		Name
598		Coquille River
1251		Ritner Creek
9069	City -	2nd Street (La Grande)
13101	City	Cozine Creek
2478		Coalbank Slough
12935	Co? -	Thomas Creek
6070	City -	Lake Oswego Outlet

Struct. Inc. Approaches
long struct. $1,020,000 - $1,500,000
short " 800,000 - 1,400,000
above data from Br. Sect. 4-4-75

City sold bonds - 100% City for fill section 4-4-75

Br. Section designing 4-14-75

We have received verbal approval from your office to add the Harrisburg Bridge (583) to the eligible list and we are asking that the following additional structures, which are high on the priority list, be made eligible for future funding:

RECEIVED
COUNTY & CITY SECTION
MAR 25 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

Br. No.	Name
662	Rock Creek
2064	Chehalem Creek (Newberg)
1173	Yachats River

LWR:bb
Attach.

cc: E. S. Hunter
E. L. Hardt
D. H. Koehring

LARRY

SPECIAL BRIDGE REPLACEMENT

Route No.	Region	Section	Work	Estimated Cost 1975	Date Contract	Contract Amount	Remarks
		FHWA APPROVED 8-10-71 INDEPENDENTLY					
-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
		FHWA APPROVED 5-5-72 INDEPENDENTLY					
OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
		FHWA APPROVED 12-29-72					
793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
		Burnt River Br.	-	-	-	-	Project Not on System
226	3	Woahink Lake Br.					
226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
226	3	Woahink Lake Br.					
837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
147	2	Silver Cr. (Main St.) Br.	Structure	187,100	6-6-74	187,100	
-	3	Coquille Riv. Br.	Structure	1,625,000			
OR 223	2	Ritner Creek Br.	Structure	198,000			
		FHWA APPROVED 5-21-74					
-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
-	2	Cozine Creek Br.	Structure	358,000			
US 101	3	Coalbank Slough Br.	Structure	1,230,000			
17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by County
255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Rural, County
717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Rural, County
476	5	Bear Creek Br.	Structure	100,000		--	New Sec. Rural County, Comm. 1-22-75
912	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Rural, County
763	2	Thomas Creek Br.	Structure	199,000			
-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
			Total Contracts			3,548,100	
			Apport. Total			4,379,000	
			Total Apport. Balance			830,900	

LARRY

SPECIAL BRIDGE REPLACEMENT

	Hwy. No.	County	Route No.	Region	Section	Work	Estimated Cost 1975	Date Contract	Contract Amount	Remarks
					FHWA APPROVED 8-10-71 INDEPENDENTLY					
	450	Malheur	-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
					FHWA APPROVED 5-5-72 INDEPENDENTLY					
	211	Linn	OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
					FHWA APPROVED 12-29-72					
	-	Deschutes	793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
2	-	Washington	631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
3					Burnt River Br.	-	-	-	-	Project Not on System
4	-	Lane	226	3	Woahink Lake Br.					
5	-	Lane	226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
6	-	Lane	226	3	Woahink Lake Br.					
7	-	Washington	837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
8	-	Marion	147	2	Silver Cr. (Main St.) Br.	Structure	187.100	6-6-74	187,100	
9	244	Coos	-	3	Coquille Riv. Br.	Structure	1,625,000			
10	191	Polk	OR 223	2	Ritner Creek Br.	Structure	198,000			
					FHWA APPROVED 5-21-74					
1	City St.	Union	-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
2	City St.	Yamhill	-	2	Cozine Creek Br.	Structure	358,000			
3	9	Coos	US 101	3	Coalbank Slough Br.	Structure	1,230,000			
4	-	Josephine	17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by County
5	-	Coos	255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Rural, County
6	-	Crook	717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Rural, County
	-	Wallowa	476	5	Bear Creek Br.	Structure	100,000		—	New Sec. Rural County, C
8	-	Clatsop	912	2	Humbug Creek Br.	Structure	115.000	7-6-72	(159,800)	Secondary Rural, County
9	-	Linn	763	2	Thomas Creek Br.	Structure	199,000			
10	-	Clackamas	-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
						Total Contracts			3,548,100	
						Apport. Total			4,379,000	
						Total Apport. Balance			830,900	

3-20-75

Coquille

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 18, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

We have heard via the grapevine that there is a possibility that unused funds in the Bridge Replacement program will be recalled for distribution to those States who have projects ready to go. Please note that you have approximately $630,000 in unobligated balance under the Bridge Replacement program as of December 31, 1974. In order for you to take maximum advantage of this program you should place as many approved candidate structures under contract as possible and have some bridges stockpiled to utilize the possible extra funds. The following remaining structures have been approved as candidates and are not under any form of programming.

List 1	
Coquille River	$ 1,700,000
Ritner Creek	168,000
List 2	
2nd Street (La Grande)	1,292,000
Cozine Creek	358,000
Coalbank Slough	1,230,000
Thomas Creek	199,000
Lake Oswego Outlet	175,000

RECEIVED
STATE HWY ENGR
MAR 19 '75
REFER TO Hunt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

RECEIVED
MAR 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible]TE.
L. L. JOHNS

3-20-75.
cc Rulein
Hunt
Mocking
action!
Ed.

If you have additional poor condition structures that you wish to place on the available candidate list a request should be initiated to include these structures along with their inventory inspection necessary for placement on the candidate list. If you desire additional candidates submitted under your previous list you should make a request for additional structures. This information should be submitted as soon as possible for we understand that early April ✓ will probably be the deadline for reconsolidating unused funds.

G. L. Green

1985 NE 84th Ave.-NE 88th Ave. 10,154
(Portl.) sec. of E Portl. Frwy. adjac.
to NE Portl. (Sound wall & landscp.)

jc cc: OSHD (L. W. Rulien)

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 8/17/87	REPORT MADE BY Larry Heil, Area Engineer		PROJECT NO. IR-205-7(108)309
COMPLETION DATE (Actual) 4/22/86	ACCEPTANCE DATE BY CONRTACT AGENCY 11/28/86	TIME ELAPSED 69 %	CONTRACT TIME May 31, 1986
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. E. 84TH AVE. - N.E. 88TH AVE. (PORTLAND)
EAST PORTLAND FREEWAY
Soundwall and Landscaping

This project provided for the construction of a precast concrete soundwall between the freeway and adjacent residences. Also, landscaping was performed on the residential side of the soundwall.

The contract was awarded to Hannon-Mossman Construction, Inc. on 11/19/85. Work started 1/6/86 and was completed 4/22/86 within the specified contract time. The final project cost overran the original authorization of $148,038 by 5%. There were no materials problems or contract claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
AUG 19 '87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Lawrence M. Heil	SIGNATURE
TITLE Assistant Area Engineer — DATE 8-18-87	TITLE District Engineer — DATE 8/18/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

10,154

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
3-171

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-21-87

State
Oregon

County
Multnomah

Project Number
IR-205-7(108)309

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 27, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 148,038.00	$ 154,788.00
Federal funds	$ 136,520.00	$ 142,745.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of [illegible], 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

B~~y~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon March 12, 1987

Federal-Aid Project No. IR-205-7(108)309

N.E. 84th Ave.-N.E. 88th Ave. (Portland) Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y220
Soundwall (Sta. 280+00)(Br. #16749)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Pilaster Footings	$ 18.00	520	$ 9,360.00	544	$ 9,792.00
Furnishing and Planting Shrubs	20.00	47.6	952.00	53.2	1,064.00
Soil Conditioner	11.00	25	275.00	31.1	342.10
Bark Mulch	120.00	4	480.00	4.8	576.00
Temp. Fencing (FA #1)	---	---	---	---	3,461.93
			$11,067.00		$15,236.03

Increase	$ 4,169.03
Subtotal from Estimate of November 22, 1985	130,429.91
Subtotal	$134,598.94
Engineering	20,189.06
Total	$154,788.00

Length of Project ------------------- 0.0 mi.

Federal Funds (92.22%)	$142,745.00
State Funds	12,043.00
TOTAL	$154,788.00

Group 010 = 0%; Group 011 = 100%
Contract No. C10,154
Prefix: C626-1964 (P.E.)
Prefix: C10154
F03887
Appn Code: 044

RLC:me

TO BE COMPLETED BY FHWA 12-3	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Multnomah PROJECT NO. IR-205-7(108)309

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. 84th Avenue - N.E. 88th Avenue (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10/16/85	0.00
OTHER *(Specify)*		

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 148,038.00	FEDERAL FUNDS $ 136,520.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXXX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator NOV 27 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 22, 1985

FEDERAL AID PROJECT NO. IR-205-7(108)309

N.E. 84TH AVE.-N.E. 88TH AVE. (PORTLAND) SECTION
E. PORTLAND FREEWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y220
SOUNDWALL (Sta. 280+00)

Mobilization	Lump Sum	All	Lump Sum	$ 7,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	100.00
Temporary Signs	Sq. Ft.	68	2.00	136.00

STRUCTURES
BRIDGE NO. 16749

Clearing and Grubbing	Lump Sum	All	Lump Sum	8,000.00
Wall Excavation	Cu. Yd.	130	20.00	2,600.00
Precast Concrete Panels	Sq. Ft.	13,250	4.30	56,975.00
Precast Concrete Pilasters	Lin. Ft.	1,480	25.00	37,000.00
Pilaster Footings	Lin. Ft.	520	18.00	9,360.00

LANDSCAPING

Seeding, Fertilizing and Mulching	Lump Sum	All	Lump Sum	1,000.00
Furnishing and Planting Trees, Pine	Each	19	35.00	665.00
Furnishing and Planting Trees, Dogwood	Each	7	35.00	245.00
Furnishing and Planting Trees, Arborvita	Each	235	11.00	2,585.00
Furnishing and Planting Shrubs	Each	68	20.00	1,360.00
Soil Conditioner	Cu. Yd.	25	11.00	275.00
Bark Mulch	Unit	4	120.00	480.00
Sod Lawn	Sq. Yd.	280	4.50	1,260.00
Black Plastic Edging	Lin. Ft.	370	2.00	740.00
				$ 129,781.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 648.91
		$ 648.91
	SUBTOTAL	$ 130,429.91
	Engineering	17,608.09
	TOTAL	$ 148,038.00

Length of Project --------------	0.0 mile
Federal Funds (92.22%) ---------	$136,520.00
State Funds --------------------	11,518.00
TOTAL	$148,038.00

Group 010: 0%; Group 011: 100%
Contract No. C10,154
Prefix: C626-1964 (P.E.)
Prefix: C10154

DDB/CPL:pf/me

10,154

January 16, 1987

CON 5 - #10,154

Industrial Indemnity Company
of the Northwest
421 SW 6th Avenue
Portland, OR 97204

On December 8, 1986, we wrote to you concerning release of final payment on Contract No. 10,154 awarded to Hannan-Mossman Construction, Inc. for work on the NE 84th Avenue-NE 88th Avenue (Portland) Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $4,188.45, and the total contract amount is $131,586.89, including $3,461.93 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Hannan-Mossman Construction, Inc.
P.O. Box 66176
Portland, OR 97266

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,154

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10154

TO: Commission Services DATE: November 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10154, On Site Work Substantially Completed April 22, 1986

All Work Completed October 31, 1986

Project N.E. 84th Avenue-N.E. 88th Avenue (Portland)

Highway East Portland Freeway

County Multnomah

Type of Work Soundwall and Landscaping

Contractor Hannan-Mossman Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
DEC 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter written to surety
12-8-86
azm

81-125-1387

1[illegible]54

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WEE[illegible] REPORT FOR CONSTRUCTION P[illegible]CTS

PROJECT NAME (SECTION) NE 84th Av – NE 88th Av		WEEK ENDING October 23, 1986
		CONTRACT NO 10154
HIGHWAY East Portland Freeway	COUNTY Multnomah	F A PROJECT NO IR-205-7(108)309
CONTRACTOR Hannan-Mossman Construction	KIND OF WORK Soundwall and Landscaping	DATE OF AWARD November 20, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 148,037.95	AUTHORIZATION	$ 11,738.69	FIRST NOTIFICATION DATE January 6, 1986
		COST THIS WEEK	$ 200.00	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST	$ 143,590.54	TOTAL TO DATE	$ 15,400.00	SECOND NOTIFICATION DATE AND
ESTIMATED PERCENT XXXX/UNDERRUN	3.0 %	PERCENT OF AUTHORIZATION	131 %	April 22, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	05/31/86	145	106.0	73	c
	/ /	0	0.0	0	o
	/ /	0	0.0	0	m
	/ /	0	0.0	0	p

ESTIMATED SEMIFINAL SUBMITTAL DATE
Submitted: May 13, 1986

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
99 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	landscap
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	100	95

ACTIVITIES THIS WEEK:
A carpenter from Hannan-Mossman installed a sideyard fence of a lot in which the owner had taken down the fence for the wall construction.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:
Project continues to be in the planting establishment period until the end of October.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Michael Fisher

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,759

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5
10154

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-205-7(108)309

Contract 10154, Work Completed April 22, 1986

Project NE 84th Ave.-NE 88th Ave. (Portland)

Highway East Portland Freeway

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 29, 1986

G. K.
for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
STAT : HWY ENGR
JUN 17 '86
REFER TO Fredrickson
FOR

Info	Invs	R/D	D/R	Sign	Act	File

Orig. to 6/18

RECEIVED
MAY 16 1986
OREGON DIVISION

December 9, 1985

CON 5 - 10,154

Hannan-Mossman Construction, Inc.
P. O. Box 66176
Portland, OR 97266

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,154 for work on the N.E. 84th Ave.-N.E. 88th Ave. (Portland) Section of the East Portland Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
James McNamee
Merle Anderson

HANNAN-MOSSMAN CONSTRUCTION, INC.

8416 S.E. Otty Rd.
P.O. Box 66176
Portland, OR 97266

Phone (503)775-5345

November 8, 1985

Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Re:Sound Wall & Landscaping
N.E. 84th Ave. - N.E. 88th Ave.
East Portland Freeway

Gentlemen;

As apparent low bidder on the above referenced project we offer the following information to comply with paragraph 5 of the Supplemental Required Contract Provisions on disadvantaged businesses.

DBE Participation:

Subcontractor: Arueco Excavating

Item No.	Description	Total
1	Mobilization	$650.00
4	Clearing & Grubbing	7,831.00
5	Wall Excavation	2,600.00
	TOTAL SUBCONTRACT	$11,081.00
	TOTAL BID	$129,781.00
	DBE PERCENTAGE	8.5%

WBE Participation:

Subcontractor: S & L Landscaping, Inc.

Item No.	Description	Total
9	Seeding, Fertilizing	$1,000.00
10	Pine Trees, Furn. & Inst.	665.00
11	Dogwood Trees, Furn. & Inst.	245.00
12	Aborvita, Furnish & Inst.	2,585.00
13	Furn. & Plant Shrubs	1,360.00

Hannan-Mossman Construction, Inc.

Sound Wall & Landscaping

Subcontractor: S & L Landscaping Inc. (Cont.)

Item No.	Description	Total
14	Soil Conditioner	275.00
15	Bark Mulch	480.00
16	Sod Lawn	1,260.00
17	Plastic Edging	740.00
	TOTAL SUBCONTRACT	$8,610.00
	TOTAL BID	$129,781.00
	WBE PERCENTAGE	6.6%

Should you have any questions, please contact this office.

Very truly yours,
HANNAN-MOSSMAN CONSTRUCTION, INC.

Larry Hannan

Larry Hannan
President

LH/h

RECEIVED
NOV 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Thomas Jones

HANNAN-MOSSMAN CONSTRUCTION, INC.

8416 S.E. Otty Rd.
P.O. Box 66176
Portland, OR 97266
Phone (503)775-5345

TRANSMITTAL NOTICE

DATE November 27, 1985

TO: Oregon Transportation Comm.
Dept of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

JOB NO.: 85021
PROJECT: NE 84th Ave-NE 88th Ave
Sound Wall & Landscaping
OSHD Contract 10,154

ATTENTION:

Gentlemen:

We submit herewith the following:

☐ Drawings
☒ Documents
☐ Sketches

☒ For Approval
☐ For Verification
☐ Revised
☐ For Inforamtion
☐ For Your Use
☐ For Final Distribution

Drawing Number	Copies	Description
	2	Signed Contract Documents, Performance and Payment Bonds and Certificates of insurance

REMARKS:

CC.

HANNAN-MOSSMAN CONSTRUCTION, INC.

By: Larry H Hannan
Larry H Hannan, President

RECEIVED
NOV 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

CON 2 [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IR-205-7(108) 309

2. STATE PROJECT NO. Clark
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00035

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
October 16, 1985

8. FEDERAL ROUTE NUMBER
Interstate 205

9. STATE ROUTE NUMBER
Primary 64

10. GENERAL LOCATION:
N. E. 84th Ave. - N. E. 88th Ave. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Noise Barrier

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10-9-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 10-9-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $212,190; Federal Funds limited to $195,681.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENG
OCT 23 '85
REFER TO Potter
FOR
Info | [illegible] | R/D | D.R.

Orig to [illegible] 10/3A

14. DATE
10/22/85

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10-81

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(13)300

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas;
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. I-543

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-5-84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

CLACKAMAS RIVER - WASHINGTON STATE LINE

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment (NE. 84th Ave - NE. 88th Avenue Sound Wall)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated May 8, 1985 this will confirm the advance approval date of November 5, 1984 to proceed with the adjustments to Pacific Northwest Bell Telephone Company's aerial telephone cable relocation. Reimbursement on an actual cost basis estimated to be $3,203/Federal Funds $2,955, contingent upon modification of Project Agreement is additional funds are required.

The Agreement with Pacific Northwest Bell Co. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENGR
MAY 17 '85
REFER TO Potter
FOR
info	Invcs	R/D	D/R	Sign	Act	File

Orig. to
5/17

14. DATE 5/16/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 8, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S

RECEIVED
STATE HWY ENGR
MAY 9 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: Aerial Telephone Cable Relocation
Pacific Northwest Bell Telephone Co.
Sound Wall (N.E. 84th Ave. - N.E. 88th Ave.)
South Banfield Intchge. - S.E. Washington
Street Section
East Portland Freeway
Multnomah County
Utility Project No. I-205-7(13)300

Here is a copy of an estimate of cost to adjust Pacific Northwest Bell Telephone Company's telephone cable facilities dated November 30, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 5, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $3,203.

JCM:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

10,151

CCN 21-2
I-205N

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(13)300

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. I-543

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/5/84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Clackamas River - Washington State Line

11. GENERAL DESCRIPTION OF WORK
Utility adjustment (NE 84th Avenue - NE 88th Avenue Sound Wall South Banfield Interchange - SE Washington Street Section)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment See Below

13. REMARKS

As requested by Mr. Potter's letter of 11/29/84 and contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 11/5/84 to proceed with the adjustments to Pacific Power and Light Company's aerial power line relocation on an actual cost basis estimated to be $3,951; Federal Funds $3,645.

The Agreement with Pacific Power and Light Company is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
DEC 19 1984
REFER TO Potter
FOR

Infm	Invest	R/D	D/R	Sign	Act	File

Orig. to
12/19

14. DATE 12/17/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

November 29, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Relocation
Pacific Power & Light Company
Sound Wall (N.E. 84th Ave. - N.E. 88th Ave.)
South Banfield Interchange - S.E. Washington
Street Section
East Portland Freeway
Multnomah County
Utility Project No. I-205-7(13)300

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust Pacific Power & Light Company aerial power line facilities dated October 30, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the company dated October 5, 1984 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of FPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 5, 1984 under the provisions of FPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $3,951.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

PROJEC. PROSPECTUS

PART 4 — SURVEY AUTHORITY Mult. Co. 84-67

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02526

SECTION 84th - 88th Soundwall

REGION Metro Region

Hwy #64 SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 626-1964

DATE 4/18/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		300	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		4,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 18,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER I-IR-205-7(2)

LOCATION ENGINEER'S REMARKS

It is intended that this project be interstate funded as part of the I-205 project.

1 ✓

2 E

3

NOTED

RICK KU

Project Manager: Paul Hailey

PREPARED BY	DATE 5-11-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 5/15/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE 7-6-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE [illegible]	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

84-67

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02526

SECTION 84th - 88th Soundwall				REGION Metro Region	
STATE HIGHWAY # 64	HIGHWAY NAME East Portland Freeway		MILE POST FROM	TO	LENGTH
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME Banfield Freeway		
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)			

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$	GRADING (✓)	X	FILES (#)	7
RIGHT OF WAY	$ Unknown	PAVING (✓)		ACRES (#)	0.12±
ROADWAY	$ -	STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 141	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ -	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ -	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 5	~~Soundwall~~	~~X~~	RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$	ENVIRONMENTAL CLASS (1,2,3)	1	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 56	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 197	WORK TYPE (1-12)	1	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE FAI	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	7	7
STRUCTURES (#)	-	-
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

This wall was included in the I-205 FEIS, but was overlooked in design and construction. A noise study indicates that the wall is needed and local residents do want mitigation

PROPOSED SOLUTION

Build a soundwall as per noise study report.

REQUESTED, REGION ENGINEER	DATE 5/15/84			
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02526

SECTION 84th - 88th Soundwall

REGION Metro Region

PROJECT JUSTIFICATION

This project is in response to a noise complaint and neighborhood petition by residents along Clackamas Street. This neighborhood was overlooked for noise impacts in both the I-205 and Banfield Transitway projects. To mitigate the affected residences, a concrete soundwall is recommended.

An easement may be required across private property in order to gain access to the work area.

ADMINISTRATION RECOMMENDATION

PROJ MGR: HAILEY

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

84-67

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02526

SECTION 84th - 88th Soundwall

REGION Metro Region

TER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES Portland Water Bureau
NW Natural Gas
Pac. NW Bell
Pacific Power & Light
Union Pacific Railroad
Cable Systems Pacific (TV)

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

N/A

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
IDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT VIRONMENTAL CLASSIFICATION

84-67

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02526

SECTION 84th - 88th SOUNDWALL

REGION METRO REGION

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

THIS PROJECT IS A MITIGATION MEASURE COVERED BY THE I-205 FEIS APPROVED BY FHWA ON 7 OCT. 1976.

4/27/84

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

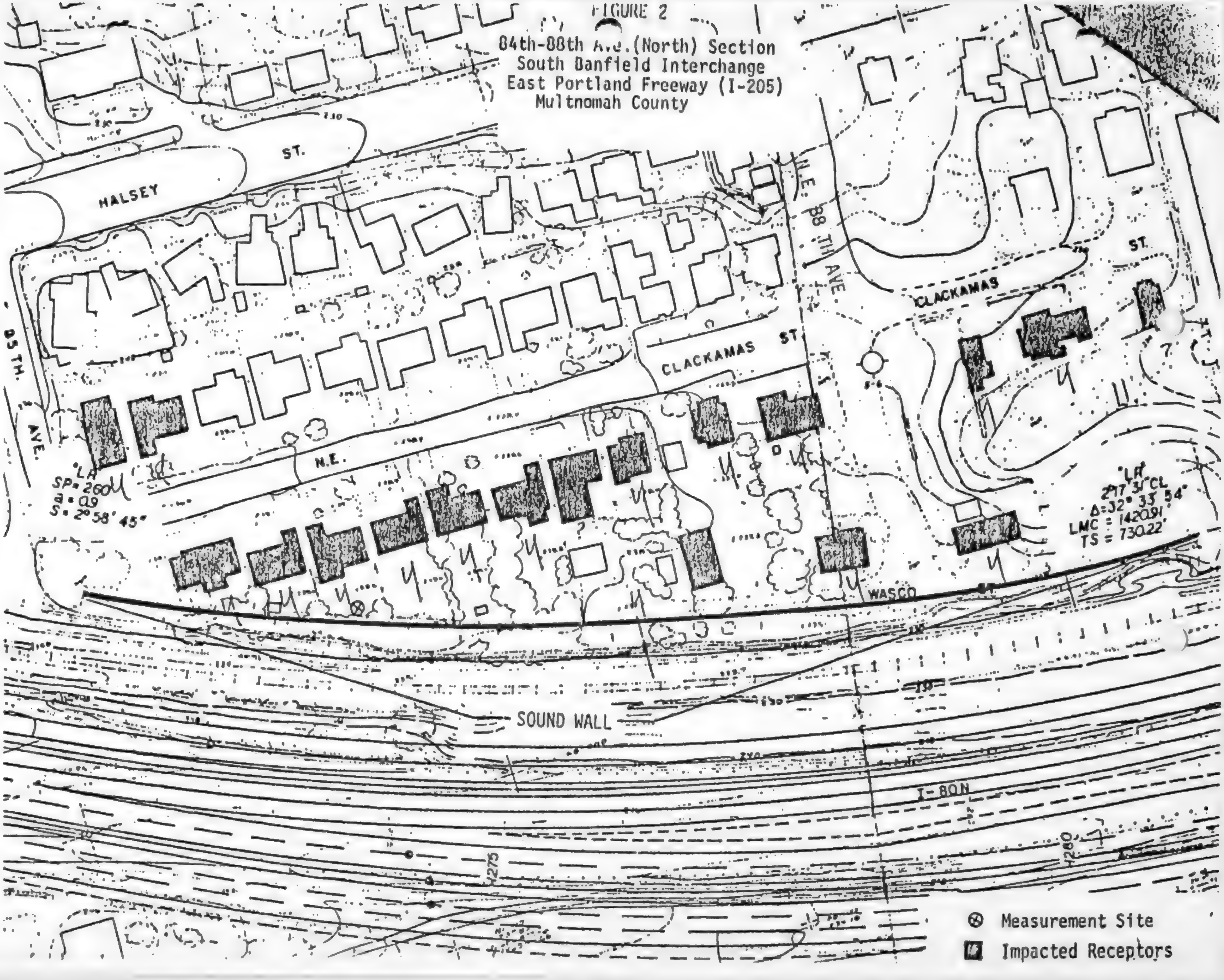
OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)

FIGURE 2

84th-88th Ave.(North) Section
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County


HALSEY
ST.
N.E. 88 TH AVE
CLACKAMAS ST
CLACKAMAS ST.
N.E.
85TH. AVE.
WASCO
SOUND WALL
I-80N
"LA"
SP=260
a=0.9
S=2°58'45"
"LA"
217.31' CL
Δ=32°33'54"
LMC = 1420.91
TS = 730.22
H275
H280
⊗ Measurement Site
▨ Impacted Receptors

NOISE STUDY REPORT

RECEIVED
OCT 8 1985
ROAD DESIGN SECTION

RDE
Cy FDE
1 LE
Cy SE
1 FPO
PDE
LFE
GTE

BPC
OS
CA
Copy All
Return To
B/U

84th - 88th Avenue (North) Section Soundwall
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

11,148
JULY 17, 1981
TIM H. THEX

Prepared by:

Oregon State Highway Division
Gerald L. Morrison, Senior Acoustical Specialist
Technical Services Branch
Environmental Section

February 1984

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SUMMARY 1

EXISTING ACOUSTIC ENVIRONMENT 2

TRAFFIC NOISE ANALYSIS 3

MITIGATION OF TRAFFIC NOISE IMPACTS 4

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TABLES

84th - 88th Avenue (North) Section
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

SUMMARY

This noise study report is to be incorporated into the South Banfield Interchange project now under construction. This section of the Banfield Freeway (84th - 88th North) is within the project limits of the South Banfield Interchange project. This study was initiated in response to a noise complaint by residents located along N.E. Clackamas Street.

The 84th - 88th (North) Section was evaluated for noise impacts as part of the I-205 Final Environmental Impact Statement (FEIS). A sound wall was included in the FEIS. However, this sound wall was overlooked during preparation of final plans for the South Banfield Interchange. This area was also referred to in the Banfield Transitway FEIS, but was not studied because it had been included in the I-205 FEIS.

Eighteen residences located in the subject section are predicted to exceed the FHWA noise abatement criteria of Leq 67 dBA in the year 2003. A freestanding precast concrete post and panel noise wall, 10-14 feet high and 970 feet long, is recommended for construction to mitigate noise levels at these eighteen residences. The wall would reduce noise levels at the affected residences by up to 12 dBA, from Leq 71-75 dBA to Leq 63-69 dBA. Another ten residences not impacted by traffic noise would also receive some reduction in noise levels. The FHWA noise abatement criteria would be achieved at all but four of the residences. The estimated cost of the wall is $197,400, with a cost per dwelling unit of $7050, and a cost per dBA per dwelling unit of $1430.

EXISTING ACOUSTIC ENVIRONMENT

The study area consists of the housing located along N.E. Clackamas and Wasco Street, beginning at N.E. 85th Avenue and extending to just east of N.E. 88th Avenue (see Figure 2). Sixteen residences in this area have back yards facing the Banfield Freeway.

The Union Pacific Railroad is located in a gully parallel to the Banfield between the freeway and the affected residences. Topography shields train noise but not traffic noise.

Existing noise levels were recorded at a measurement site located at the fence line behind the house at 8556 N.E. Clackamas Street (see Figure 2). This site was selected as being representative of the existing noise environment in the backyards of homes overlooking the Banfield Freeway. The noise levels were measured with a Nagra IV-S tape recorder in conjunction with a B&K Type I Sound Meter, Model 2209. This sound level meter meets the requirements set forth by the American National Standards Institute (ANSI). ANSI establishes specifications for sound level meters which are included in ANSI S1.4-1971.

The measurement was made to determine existing noise levels and to determine traffic generated noise impacts on residences in the subject section. The measurement is summarized in Table 1. Hourly vehicular volumes are based on those recorded during the measurement period. The conditions during the measurement period do not represent the worst combination of traffic volumes and speeds, and therefore do not necessarily reflect existing worst case noise levels. The worst case noise level which is identified for future predictions, represents the combination of traffic volumes and speeds that would result in peak noise level. Lower traffic volumes and vehicular speeds were noted at the measurement site because of the Banfield Transitway project now under construction. This resulted in a lower noise level recorded for the measurement period.

TRAFFIC NOISE ANALYSIS

The FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), was used to predict year 2003 noise levels at several locations. This predicton method utilizes automobile and truck volumes, vehicular speeds and topography. The FHWA Highway Traffic Noise Prediction Model was developed by FHWA in 1977 to determine noise levels generated by highway traffic. The STAMINA 2.0 computerized version of this model (FHWA-DP-58-1) was used for the actual modeling. By using the STAMINA 2.0 model, roadway and terrain configurations were simulated in detail.

The freeway centerline alignment will be shifted southward from twenty-five to seventy feet in this section, to allow for the new light rail system.

The Banfield Freeway and the I-205 northbound - Banfield westbound freeway ramp were modeled with this new freeway alignment and elevations taken from an 1"=50' location detail map. Coordinates and elevations of the noise receptors (residences) were also taken from the same detail map. Traffic data was obtained from the ODOT Metro Region Traffic Section. The peak truck hour was found to be the period in which maximum noise levels would regularly occur, so traffic conditions for that period were used for the modeling to assume "worst case" conditions. The traffic volumes used in this analysis are given in Table 2.

Traffic noise impacts occur when a proposed project results in an unacceptably high noise environment (absolute level). The resulting absolute noise levels exceed the FHWA Leq 67 dBA* noise abatement criterion in the design year 2003 for land use Category B (see Table 3). The FHWA exterior noise abatement criteria of Leq 67 dBA applies, since all the residential structures have exterior activity areas. A total of eighteen residences would be impacted under this criteria. Predicted noise levels vary from Leq 71-75 dBA at the affected residences. These receptors are illustrated on Figure 2.

MITIGATION OF TRAFFIC NOISE IMPACTS

Traffic noise levels generated by the Banfield Freeway and ramps can be effectively reduced by the construction of a noise barrier. Noise barriers must be high enough to break the view between the roadway and the impacted area, and long enough or situated so as to prevent the flanking of sound around the ends of the barrier. Earth berms were judged to be unfeasible due to topography and limited right-of-way. Sound walls, though, would be feasible.

Sound walls were evaluated for the impacted residences at two general locations. A freeway shoulder wall and a wall located between property owners and the Union Pacific Railroad were examined. Both locations would potentially provide the same noise reduction. The shoulder wall design, though, was judged to be infeasible because of prohibitive costs and because of the highway construction design currently under contract within this road section.*

---

*Sound pressure is measured in decibels (dB). The decibel scale is logarithmic; therefore, a doubling of sound pressure results in a 3 dB increase. A 10 dB increase, however, is required before a doubling of loudness is perceived. Of the several types of weighted or adjusted scales, the "A" scale is used because it approximates human hearing. Sound pressure levels are expressed in dB "A" to indicate this. Leq is the continuous equivalent sound level which would contain the same acoustic energy as the time-varying sound level for the same duration. Thus, the term "Leq 67 dBA," then indicates the "Average" sound pressure level of 67 decibels on the A-weighted scale for a period of one hour.

The most feasible location for a sound wall in this area would be along the northerly right-of-way line of the Union Pacific Railroad, at the residential property line. Alternative wall heights and lengths were investigated for their noise attenuation, construction costs, and aesthetic values. Higher wall heights were discouraged because of the close proximity of the sound wall to adjacent housing. Efforts to prevent undesirable shading and loss of view which effect liveability were made. Higher wall heights could give residents a closed in feeling.

Sound wall cost estimates for the sound walls investigated are in Table 4. The location of the wall would necessitate negotiations with property owners to obtain right-of-way, a construction easement or a permanent easement for the sound wall. These costs are not included in the sound wall cost estimates as this information would need to be determined in negotiations with the property owners.

This report recommends constructing a 10-14 foot high, 970 feet long sound wall (see Figure 2). Benefits include a 5-12 dBA reduction in traffic generated noise levels and would meet the Leq 67 dBA federal noise abatement criteria at nearly every residence. This wall would also serve to mitigate noise from the Union Pacific Railroad and the proposed light rail system.

---

*Bridge Design Section, as per Roger Morse memo to Environmental Section, 1-4-84.

This design would mitigate noise levels for residences on the east side of 88th Avenue as well.

A freestanding precast concrete post and panel type of sound wall is best suited for this location. The post and panel wall would minimize harm to existing trees, shrubbery, and vegetation along the right-of-way line. Posts for this type of sound wall do not require extensive footing excavation. The shorter on-site construction time of post and panel walls would cause less inconvenience and disruption to adjacent residents. This wall type would have low maintenance and the wall height would be desirable from both an economic and aesthetic viewpoint. The sound wall would blend in well with other post and panel walls located along the north side of the Banfield Freeway. This 10-14 foot high, 970 feet long wall is recommended for implementation and inclusion as part of the South Banfield Interchange project improvements.

FIGURES

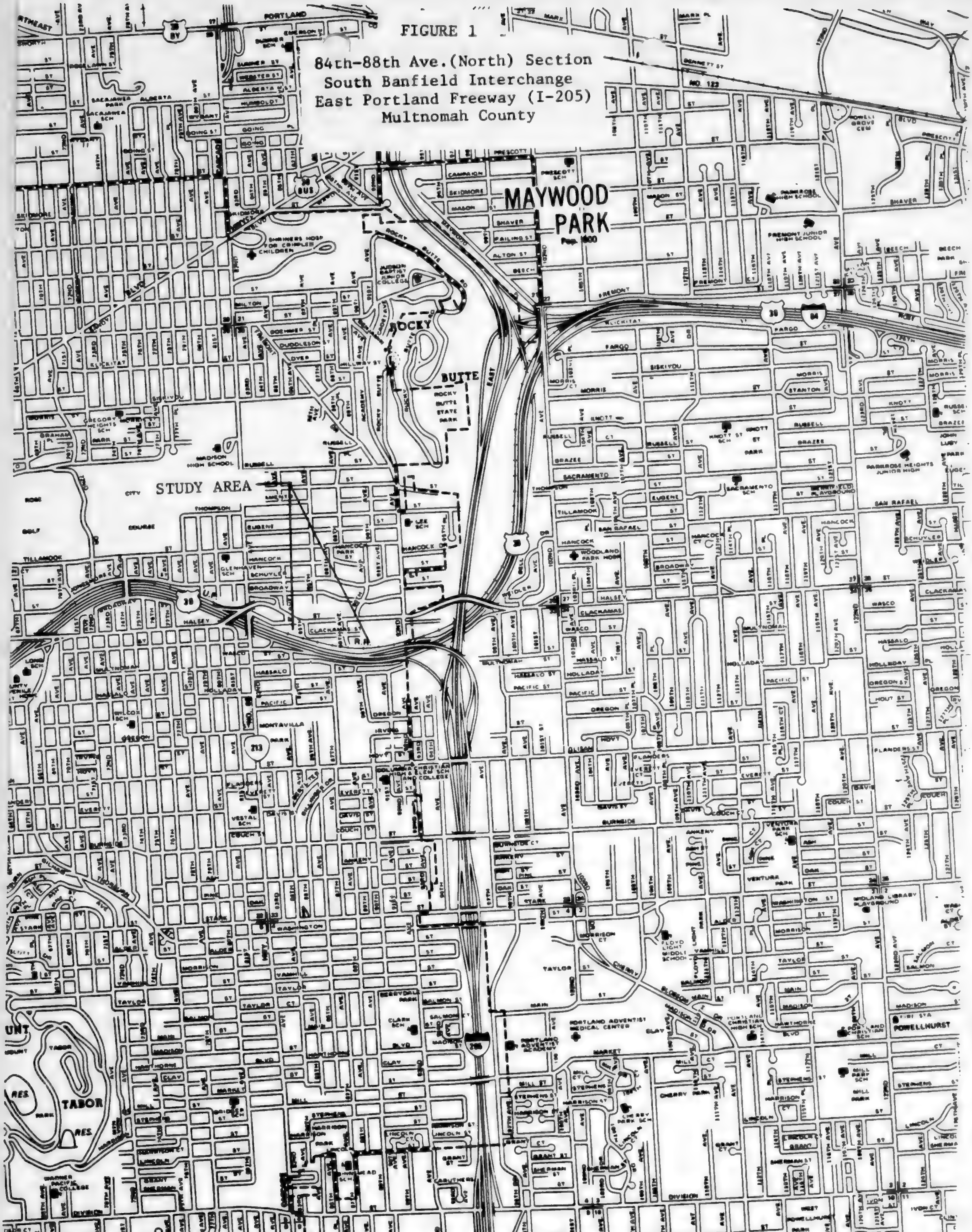


FIGURE 1

84th-88th Ave.(North) Section

South Banfield Interchange

East Portland Freeway (I-205)

Multnomah County

MAYWOOD PARK
Pop. 1000
ROCKY BUTTE
ROCKY BUTTE STATE PARK
STUDY AREA
ROSE CITY GOLF COURSE
TABOR
MADISON HIGH SCHOOL
PARKROSE HIGH SCHOOL
FREMONT JUNIOR HIGH SCHOOL
PORTLAND ADVENTIST MEDICAL CENTER
WARNER PACIFIC COLLEGE
205
84
30
213

FIGURE 2

84th-88th Ave.(North) Section
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

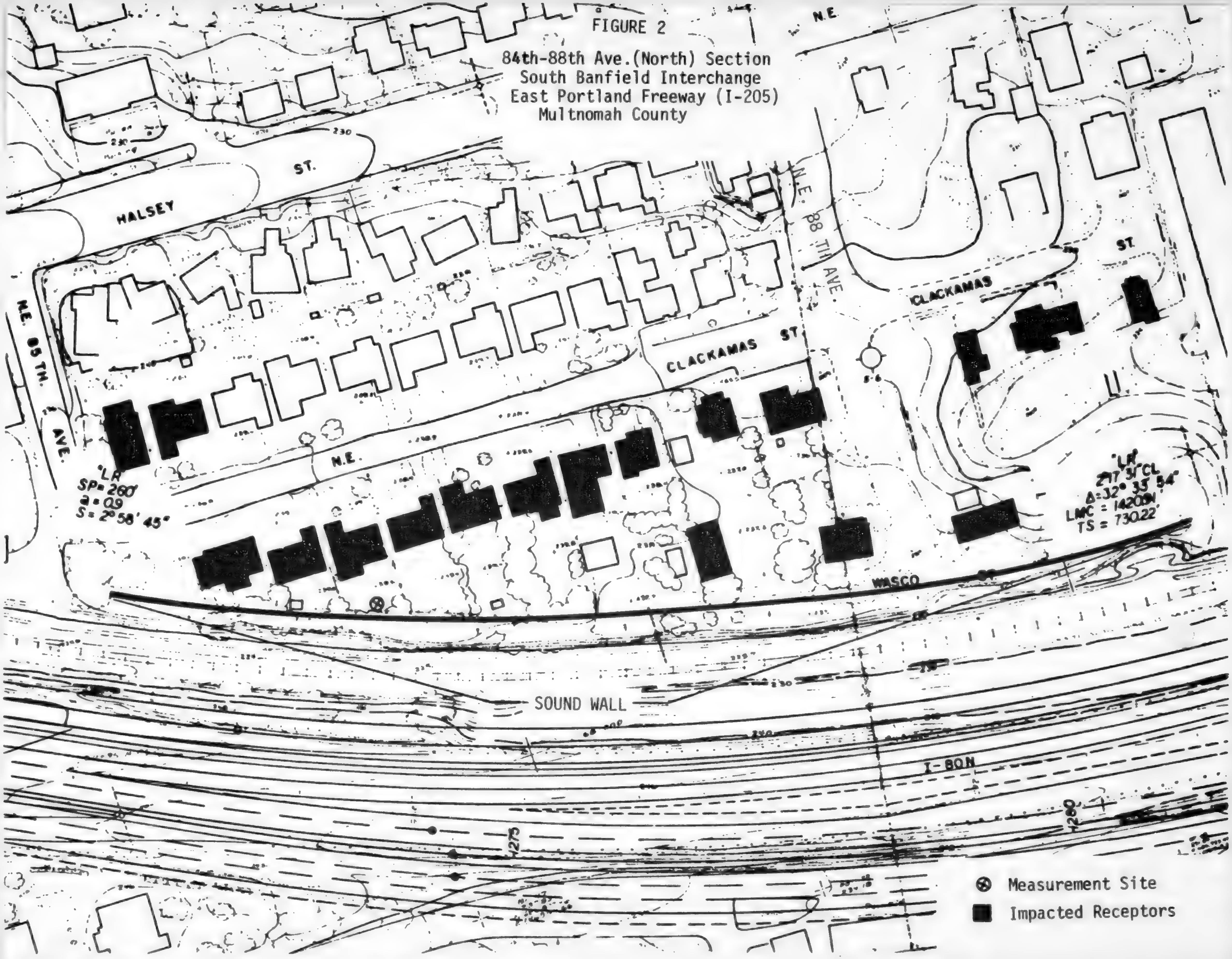

N.E.
HALSEY
ST.
230
N.E. 85TH. AVE.
CLACKAMAS ST.
N.E. 88 TH AVE.
CLACKAMAS
ST.
N.E.
'LR'
SP=260'
a=0.9
S=2°58'45"
'LR'
217.31' CL
Δ=32° 35' 54"
LMC=1420.91'
TS=730.22'
WASCO
SOUND WALL
I-80N
275
280
⊗ Measurement Site
■ Impacted Receptors

FIGURE 3

84th-88th Ave.(North) Section
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

RECOMMENDED NOISE BARRIER
PROFILE

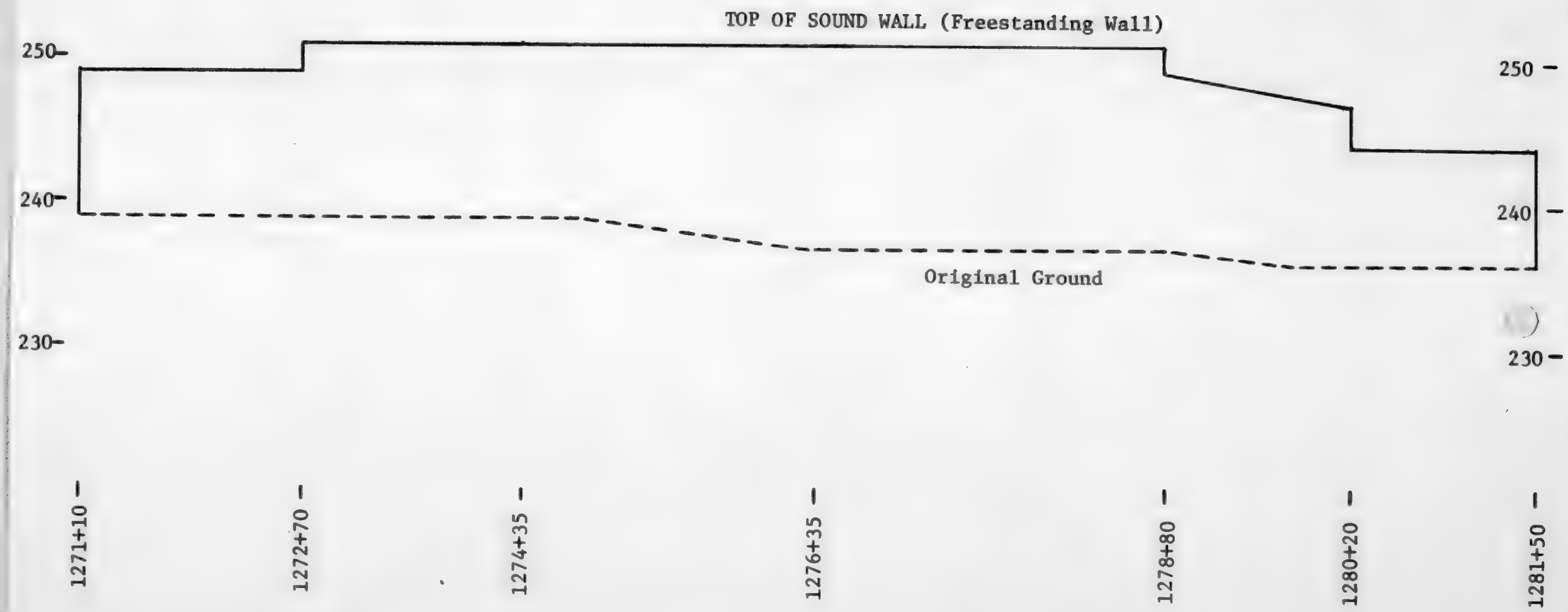
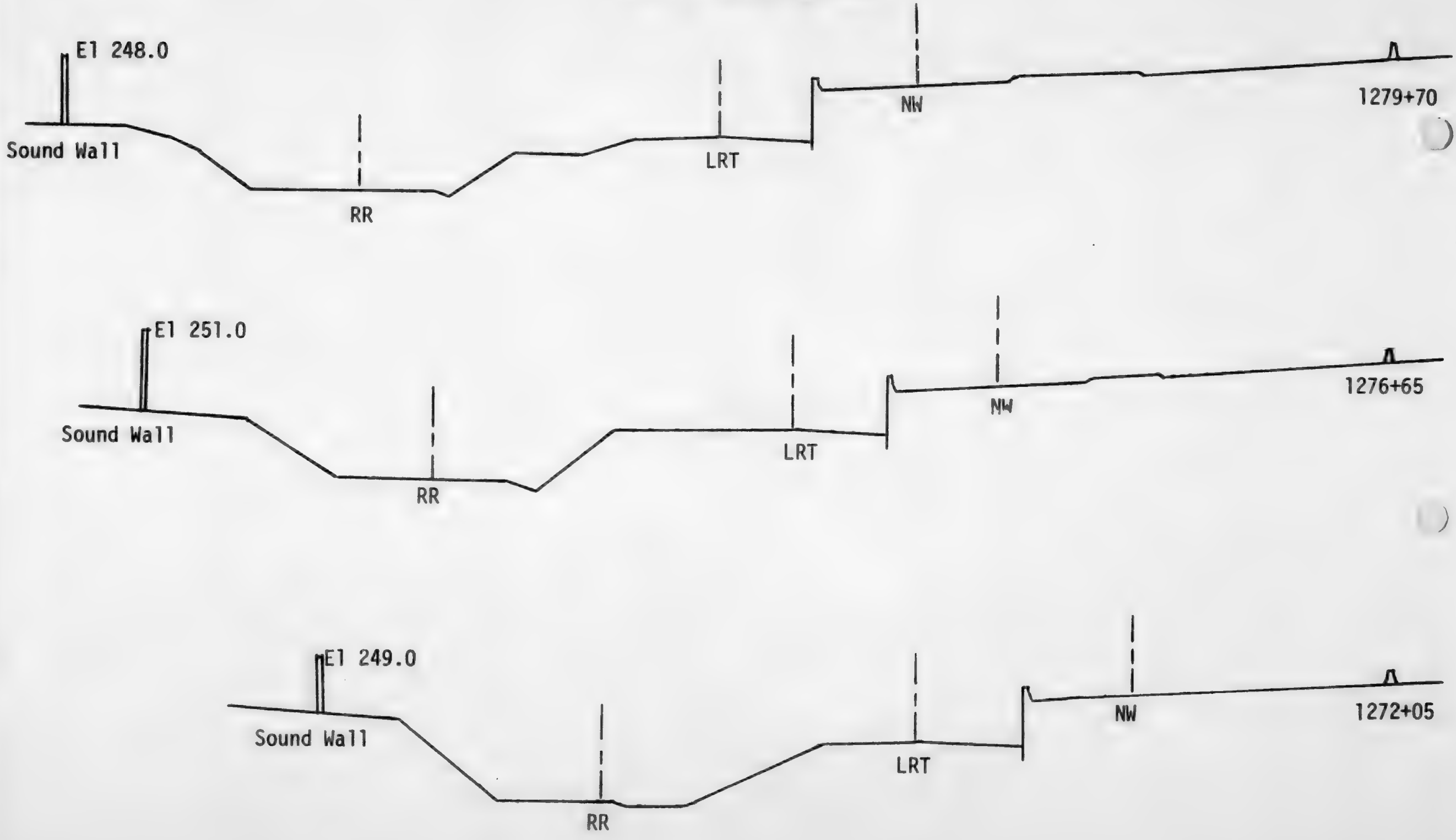


FIGURE 4

84th-88th Ave.(North) Section
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

RECOMMENDED NOISE BARRIER
SELECTED CROSS SECTIONS


El 248.0
Sound Wall
RR
LRT
NW
1279+70
El 251.0
Sound Wall
RR
LRT
NW
1276+65
El 249.0
Sound Wall
RR
LRT
NW
1272+05

TABLES

84th - 88th Avenue (North) Section
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

TABLE 1

NOISE MEASUREMENT AND OBSERVED TRAFFIC DATA

Time and Date	Measured Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./hr.)*			
			Autos	Medium Trucks	Heavy Trucks	Speed (mph)
10:30 a.m.	65	165 ft.	2337	90	117	45

*The conditions during the measurement period do not necessarily represent the worst combination of traffic volumes and speeds, and therefore, may not represent the existing "worst case" noise level.

84th - 88th Avenue (North) Section
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

TABLE 2

PEAK TRUCK HOUR TRAFFIC DATA (YEAR 2003)

Traffic Section	Autos	Medium Trucks	Heavy Trucks	Speed (mph)
Banfield Freeway 82nd Ave. to I-205	6150	205	410	55
N.W. Connection I-205 N.B. Ramp to W.B. Banfield	1100	37	75	55

84th - 88th Avenue (North) Section
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

TABLE 3

NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA)

Activity Category	Design Noise Levels (Leq)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Table 1.

84th - 88th Avenue (North) Section
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

TABLE 4

SOUND BARRIER COST EVALUATION

Location	Height	Length	Leq dBA No Wall	Leq dBA w/Wall	Noise Reduction	Cost	Cost Per Dwelling Unit	Cost per dBA Reduction per Dwelling Unit	Recommended
1271+10-1278+75 Lt.	8-12'	720'	71-75	65-72	3-10 dBA	$135,000	$4821	$1364	No
1270+00-1278+75 Lt.	8-12'	830'	71-75	65-72	3-10 dBA	$152,600	$5450	$1541	No
1271+10-1281+50 Lt.	8-12'	970'	71-75	64-70	5-11 dBA	$172,400	$6157	$1500	No
1271+10-1278+75 Lt.	10-14'	720'	71-75	73-72	3-12 dBA	$160,000	$5714	$1300	No
1271+10-1281+50 Lt.	10-14'	970'	71-75	63-69	5-12 dBA	$197,400	$7050	$1430	Yes*

*This wall is recommended although it is not the most cost effective. This wall provides noise mitigation to the impacted noise receptors at the east end where housing is less concentrated.

1985 Scholls Hwy. @ Sorrento Rd.10,155
(Beaverton) sec. of Scholls Hwy.
(Traffic signal installation)

C&A 8338 5-1-85

11-25-85 Received a phone call from City of Tigard saying they should have their advance deposit in the mail this week

10 155 jc cc: OSHD (D. R. Adams)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 2/8/88	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. HES-9234(10)
COMPLETION DATE (Actual) 6/15/86	ACCEPTANCE DATE BY CONRTACT AGENCY 7/1/87	TIME ELAPSED 57 %	CONTRACT TIME 6/15/86

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SCHOLLS HWY @ SORRENTO RD.
SCHOLLS HWY (BEAVERTON)
Traffic Signal Installation

This project provided for the installation of a traffic signal and pavement striping at the subject intersection.

The contract work was awarded to Mid-Continent Industrial on November 15, 1985. Work started May 21, 1986 and was completed June 15, 1986. There were no major overruns or underruns.

A final inspection of the completed project was made on August 20,1986.

- WHK -

NOTED
E SCHWART
Cy
2/18

RECEIVED
STATE HWY ENGR
FEB 17 '88
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE	
TITLE Area Engineer	DATE 2/11/88	TITLE District Engineer A	DATE 2/12/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10,155

July 16, 1987

CON 5 - #10,155

Fireman's Fund Insurance Company
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

On July 7, 1987, we wrote to you concerning release of final payment on Contract No. 10,155 awarded to Mid Continent Industrial Services, Inc. for traffic signal installation on the Scholls Highway at Sorrento Road in Beaverton, Washington County.

Final payment on this contract is $500.00 and the total contract amount is $63,164.01 including $3,860.01 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Mid Continent Industrial Services, Inc.
P.O. Box 889
Albany, OR 97321

Kingrey, Price & Duyck Ins.
P.O. Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,155

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10155

TO: Commission Services

DATE: July 1, 1987

W. E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10155 , On Site Work Substantially Completed June 15, 1986

All Work Completed	August 28, 1986
Project	Scholls Hwy. @ Sorrento Rd. (Beaverton)
Highway	Scholls
County	Washington
Type of Work	Traffic Signal Installation
Contractor	Mid-Continent Industrial Services, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

7-7-87 - Surety letter written.

RECEIVED
JUL - 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,155

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: June 5, 1987

In Reply Refer to
File No. CON 5
10155

TO: Oregon Transportation Commission

AGENDA
JUN 23 1987

/s/ Larry Rulien

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Scholls Hwy. @ Sorrento Rd. (Beaverton) Section
Scholls Highway, Washington County
Contract No. 10155

This traffic signal installation project has been completed and it is now apparent that the final cost will exceed the project authorization by $8,100 or 11 percent.

The amount of flagging time required to properly protect the public during construction was underestimated in preparing the project for bid letting. The actual cost of this work exceeded the amount anticipated by more than $3,900. In addition, the cost of testing of signal control equipment by State forces and inspection at the time of activating the signals added more than $750 to the cost of the project.

The balance of the overrun is due to increased construction engineering costs which were necessary to properly monitor, inspect and document the contract work.

This is a project funded by Federal Hazard Elimination Funds, with federal participation limited to $50,000. All costs beyond this amount will be shared equally by the State and the cities of Tigard and Beaverton. Based on the original project authorization, each participant's share would have been $7,757. On the basis of the new total authorization requested, each share will be $10,457, an increase of $2,700.

I recommend that the authorization be increased by $8,100 to a new total of $81,370.38. This matter will be on the consent calendar for the June 23 meeting.

bc: Bob Bothman
Fran Neavoll
C. O. Fredrickson
Dick Hacek
R. A. Kuehn
George Bell

6/24 Necessary paperwork sent to Bruce Walton in Construction

(Construction)

Form 734-3122 (1-87)

10,155

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10155

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 5, 1987

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Scholls Hwy. @ Sorrento Rd. (Beaverton) Section
Scholls Highway, Washington County
Contract No. 10155

This traffic signal installation project has been completed and it is now apparent that the final cost will exceed the project authorization by $8,100 or 11 percent.

The amount of flagging time required to properly protect the public during construction was underestimated in preparing the project for bid letting. The actual cost of this work exceeded the amount anticipated by more than $3,900. In addition, the cost of testing of signal control equipment by State forces and inspection at the time of activating the signals added more than $750 to the cost of the project.

The balance of the overrun is due to increased construction engineering costs which were necessary to properly monitor, inspect and document the contract work.

This is a project funded by Federal Hazard Elimination Funds, with federal participation limited to $50,000. All costs beyond this amount will be shared equally by the State and the cities of Tigard and Beaverton. Based on the original project authorization, each participant's share would have been $7,757. On the basis of the new total authorization requested, each share will be $10,457, an increase of $2,700.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $8,100. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: R. A. Kuehn
R. J. Heard
B. M. Walton
Don Trout

6/2/6
Sent to Bruce Walton
kw

RECEIVED
STATE HWY ENGR
JUN 4'87
REFER TO
FOR
Info Invs R/D D/R Sign Act

81-123-1387

Oregon Department of Transportation
HIGHWAY DIVISION

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

PROJECT NAME (SECTION) Scholls Highway at Sorrento (Beaverton)			CONTRACT NO. 10155
HIGHWAY Scholls		COUNTY Washington	DATE 4-21-87
CONTRACTOR Mid-Continent Ind. Serv. Inc.	KIND OF WORK Traffic Signal Install.	CONTRACT WORK COMPLETED 100 %	ESTIMATED COMPLETION DATE

		CURRENT AUTHORIZATION	CURRENT ESTIMATE	
CONTRACT AMOUNT		59,320.00	59,304.00	
ANTICIPATED ITEMS		4,671.60	3,889.92	
CONTINGENCY		2,879.62	3,968.52 ~~3,955.14~~	
ENGINEERING		6,399.16	14,207.94	
CREDITS		0.00	0.00	
TOTAL PROJECT COST		73,270.38	81,370.38 ~~81,357.00~~	

ESTIMATED INCREASE $ ~~8,086.62~~ 8,100.00 11 %

LIST MAJOR OVERRUNS AND UNDERRUNS - Include the BI, PA, EWO & SFO numbers, description & whether the work was anticipated (A) or unanticipated (U):	CURRENT ESTIMATED AMOUNT	AMOUNT OF CHANGE
EWO #1 Flagging (U)	$3,955.14	$3,955.14
SFO #3 Signal Test & Turn On (A)	2,435.93	760.93
99999 Engineering (A)	14,207.94	7,808.78

PRINCIPAL REASONS FOR OVERRUNS (Continue on reverse side):

EWO #1 Flagging - Flagging hours were used up the first day, and the work necessitated flaggers.

SFO #3 Signal Test & Turn On - Due to faulty signals, and 3 trips involving corrective work.

99999 Engineering - Inspector spent additional time due to faulty signals, plus Region and Salem charges applied after Semi-Final.

SUBMITTED BY PROJECT MANAGER Robert Heard	NOTED ~~BY~~ For CONSTRUCTION ENGINEER
CONFIRMED BY REGION ENGINEER	NOTED BY STATE HIGHWAY ENGINEER

INSTRUCTIONS: Submit the original through Region to the Construction Section. Approved copies will be distributed by the Construction Section.

734-3372 (REV. 10/86)

CL 1986-0300

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 8 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5 - 10,155

October 6, 1986

Northwest Signal Supply, Inc.
17410 SW 63rd Avenue
Lake Oswego, OR 97034

Attention: Maston Wolfe, Jr.

We have received your claim letter of September 26, 1986, against the following Highway Division contract:

FILED BY:	Northwest Signal Supply, Inc.
AMOUNT:	$5,991
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Mid Continent Industrial Services, Inc.
CONTRACT NO.:	10,155
PROJECT:	Scholls Highway at Sorrento Road (Beaverton) Section, Washington County
SURETY:	Fireman's Fund Insurance Company
AGENT:	Kingrey, Price & Duyck Insurance

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been settled.

RECEIVED
OCT 09 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

George Bell
Assistant Director

cc: Mid Continent Industrial
Services, Inc.
P. O. Box 1688
Albany, OR 97321

Fireman's Fund
Insurance Company
P. O. Box 3825
Portland, OR 97208

Kingrey, Price & Duyck Insurance
P. O. Box 784
Springfield, OR 97477

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NORTHWEST
SIGNAL SUPPLY, INC.

September 26, 1986

Oregon Department of Transportation
Commission Services
121 Transportation Bldg.
Salem, OR 97310

Attn: Fran Neavoll

I wish to file a claim against M.C.I.S.'s bond for the following project:

Project: Traffic signal installation at Scholls Hwy. at Sorrento Rd. (Beaverton)
Contract NO: 10155

Material Supplied: 4 Strain poles and Anchor bolts.

Contractor: M.C.I.S.
100 41st Ave. S.E.
P.O. Box 1688
Albany, OR 97321

Amount Due: $5,991.00.

Sincerely,

NORTHWEST SIGNAL SUPPLY, INC.

Maston Wolfe Jr.

Maston Wolfe, Jr.

RECEIVED
SEP 29 1986
COMMISSIO[illegible]
DEPARTMENT OF TRANSPO[illegible]

17410 S.W. 63RD AVE.
LAKE OSWEGO, OR 97034
PHONE (503) 635-4351

10,155

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) Scholls Highway @ Sorrento Road	WEEK ENDING JULY 26, 1986
	CONTRACT NO 10155
HIGHWAY Scholls / COUNTY Washington	F A PROJECT NO HES 9234(10)
CONTRACTOR Mid-Continenet Ind Serv Inc / KIND OF WORK Signal	DATE OF AWARD December 3, 1985
	FIRST NOTIFICATION DATE May 21,1986
	ESTIMATED DATE OF COMPLETION, OR
	SECOND NOTIFICATION DATE AND June 15, 1986
	ESTIMATED SEMIFINAL SUBMITTAL DATE July 24, 1986
	AVERAGE FORCE ON PROJECT THIS WEEK SUPERVISORS: 0 WORKERS: 0
	PERCENT CONTRACT WORK COMPLETED 100%

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 73,270.38

ESTIMATED PROJECT COST $ 73,270.38

ESTIMATED PERCENT ~~OVERRUN~~ XXXX/UNDERRUN 0.0%

ENGINEERING

AUTHORIZATION $ 6,399.16

COST THIS WEEK $ 7,500.00

TOTAL TO DATE $ 9,100.00

PERCENT OF AUTHORIZATION 142 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
OD	06/15/86	45	26	57	Yes
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	99	0	0

ACTIVITIES THIS WEEK:

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Project complete

Working on semi-final estimate

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
for Robert Heard

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10155

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.

CON 5
10155

DATE: July 2, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

for

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-9234(10)

Contract 10155, Work Completed June 15, 1986

Project Scholls Hwy. @ Sorrento Rd. (Beaverton)

Highway Scholls

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 20, 1986

Dale E. Wilken
Division Administrator

RECEIVED
HWY ENGR
SEP 8 '86
REFER TO
FOR

BMW:11

cc: L. Rulien
C. O. Fredrickson
Rick Kuehn
B. M. Walton

RULIEN

CPC/FL4

RECEIVED
JUL 02 1986
OREGON DIVISION

734-2023 (2-85)

3,155

June 2, 1986

CON 5 - 10,155

Safety Signal Systems Incorporated
7002 - 220th Street SW
Mountlake Terrace, WA 98043

Attention: Bruce Culver
President

Thank you for your release of claim dated May 28, 1986, in the amount of $7,635 against Mid-Continent Industrial Services, Inc.

You state this is in reference to Contract No. 10,155 for traffic signal installation on the Scholls Highway at Sorrento Road in Beaverton.

This information will be noted in our records and we will advise the surety, agent, and contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Mid Continent Industrial Services, Inc.
P. O. Box 1688
Albany, OR 97321

Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

Kingrey, Price & Duyck Insurance
P. O. Box 784
Springfield, OR 97477

bc: Secretary of State

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
6-2-86 azm

[illegible]

THIS IS TO CERTIFY that certain claim for the sum of 7,635.00 dollars and costs and attorney's fees against MCIS - Mid Cont. Ind. Serv. contractor and Fireman's Fund Insurance Co. surety, on contract for improvement of Sign Route No. _____, Section _____ Scholls Hwy at Sorrento Road in Beaverton, WAshington County

Contract No. 10155 heretofore filed by the undersigned in the office of the State of Oregon, Department of Transportation is fully paid, satisfied and discharged, that any and all persons, including the State, its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said State, its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

Dated May 28, 19 86

Safety Signal Systems, Inc Claimant.

By ______, Pres.

Address 7002 220th SW, Mountlake Terrace, WA 98043

STATE OF WASHINGTON)
)
)
County of Snohomish)

This is to certify that on this 28th day of May A.D., 19 86, before me the undersigned notary public duly commissioned and sworn, personally appeared Bruce R. Culver to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed, or the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

Notary Public in and for the State of
Washington, residing at Lynnwood

DOT FORM 134-036
REVISED 9/77

CL 1986-0216

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 23 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - #10,155

May 20, 1986

Safety Signal Systems
7002 - 220th St. S.W.
Mountlake Terrace, WA 98043

We have received your Notice of Claim dated May 5, 1986, against the following Highway Division contract:

FILED BY:	Safety Signal Systems, Inc.
AMOUNT:	$7,635
FOR:	Traffic Signal equipment
AGAINST (Prime contractor):	Mid Continent Industrial Services, Inc.
CONTRACT NO.:	10,155
PROJECT:	Scholls Highway at Sorrento Road in Beaverton, Washington County
SURETY:	Fireman's Fund Insurance Company
AGENT:	Kingrey, Price & Duyck Ins.

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
6-10-86 cc

cc: Mid Continent Industrial Services, Inc.
P.O. Box 1688
Albany, OR 97321

Fireman's Fund Insurance Company
P.O. Box 3825
Portland, OR 97208

Kingrey, Price & Duyck Ins.
P.O. Box 784
Springfield, OR 97477

RECEIVED
MAY 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188 (10-85)

Date: May 5, 1986

SAFETY SIGNAL SYSTEMS, INC.
7002 220th S. W.
MOUNTLAKE TERRACE, WA 98043
Phone: (206) 775-1557

TO:
State of Oregon
Department of Transportation
Transportation Bldg.
Salem, OR 97310

Attn. Robert Gormsen
Commission Services

NOTICE IS HEREBY GIVEN That the undersigned SAFETY SIGNAL SYSTEMS, INC. (claimant), has a claim in the sum of Seven Thousand, Six Hundred, Thirty-Five and 00/00 dollars against ~~$[illegible]~~ MCIS - MID CONT. IND. SERV. (contractor) and against the bond taken from ______ (surety) for the work of Traffic Signal Installation, Scholls Hwy at Sorrento Rd. (Beaverton) FAP #HES-9234(10) (description of work for which bond was taken)

Contract No. 10155 Said claim is for Traffic Signal Equipment

(if for work or labor state nature thereof; if for material or supplies furnished state generally what material or supplies were furnished.)

In the event the above claim is not settled and paid without an action of the courts to enforce the same, in addition to above item, undersigned claims the sum of 2,000.00 dollars as an Attorneys fee, and the sum of 1,000.00 dollars to defray costs of said action.

SAFETY SIGNAL SYSTEMS, INC.
By Bruce R. Culver, President
Address 7002 220th SW, Mountlake Terrace, WA 98043

Subscribed and sworn to before me this 5th day of May, 19 86

Notary Public in and for the State of Washington, residing at Lynnwood

Filed ______

CC: 1 Additional Copy, Please forward to Bonding Company.
Project Engineer: Arthur Sasse, 2131 SW Scholls Ferry Td, Portland, 97221
MCIS

11/1[illegible]

STATE COPY

TO BE COMPLETED BY FHWA 12-89	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY WASHINGTON PROJECT NO. HES-9234(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Scholls Hwy. @ Sorrento Rd. (Beaverton)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-16-85	0.00
OTHER *(Specify)*		

FUNDS 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 73,270.00	$ 50,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
~~By~~ XX FOR: Larry Rulien

State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator DEC 10 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G-File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 5, 1985

FEDERAL AID PROJECT NO. HES-9234(10)

SCHOLLS HWY. @ SORRENTO RD. (BEAVERTON) SECTION
WASHINGTON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 2,000.00
Temporary Signs	Sq. Ft.	232	4.00	928.00
Flaggers	Hour	24	20.00	480.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	41,412.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	6,000.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	8,500.00
				$ 59,320.00

ANTICIPATED ITEMS

Permanent Pavement Striping		All Required	$ 2,000.00
State Furnished Prom and Program		All Required	700.00
Signal Controller Testing & Turn-On		All Required	1,675.00
EEO/Labor Compliance Monitoring	(0.5%)	All Required	296.60
			$ 4,671.60
		SUBTOTAL	$ 63,991.60
		Engineering	9,278.40
		TOTAL	$ 73,270.00

Length of Project ---------------- 0.0 mile

Federal Funds (90%) ---------------	$ 50,000.00	*
State Funds -----------------------	7,756.00	
City of Beaverton -----------------	7,757.00	
City of Tigard --------------------	7,757.00	
TOTAL	$ 73,270.00	

Group 010: 0%; Group 011: 100%
Contract No. 10,155
Prefix: C037-1407 (P.E.)
Prefix: C10155

Appn Code: 141

* Note: Maximum Federal Funds

CPL:DRH:pf

STATE OF OREGON **INTEROFFICE MEMO**
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: December 6, 1985

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 7, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened November 7, 1985 on the following projects:

1. Project postponed.

2. Bridge Road-Old Oregon Trail
McNary Highway
Umatilla County
Bridges and Grade Separation Structures

   Principal roadway and structure shoulders can adequately accommodate bicycles; however, special consideration or facilities for the bicyclist and pedestrian is not necessary due to sparsity of population and other available routes. See ORS Chapter 266, Section 2, subsection 2(c).

3. Pine Creek (Crow Lane) Bridge Section
Crow Lane (County Road)
Baker County
Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

4. Powder River (W. Dredge Loop Rd.) Bridge Section
West Dredge Loop Road
Baker County
Bridges and Grade Separation Structures

   Same as No. 3.

5. Mt. Hood Hwy. @ 362nd Drive
   Mt. Hood Highway
   Clackamas County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

6. Coquille River Bridge
   Coquille-Bandon Highway
   Coos County
   Bridges and Grade Separation Structures

   Principal roadway and structure shoulders adequately accommodate bicyclists.

7. N.E. 84th Avenue-N.E. 88th Avenue
   East Portland Freeway
   Multnomah County
   Misc. Highway Appurtenances

   No new construction; adequate pedestrian and bicycle facilities already exist.

8. Scholls Hwy. @ Sorrento Road
   Scholls Highway
   Washington County
   Traffic Signals

   Sidewalk ramps and pedestrian signals will be provided for pedestrian and bicycle traffic.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

November 15, 1985

Frank Currie, Director of Public Works PRO
City of Tigard
P.O. Box 23397
Tigard, OR 97223

Dear Mr. Currie:

On November 7, 1985 we received a satisfactory bid from Mid Continent Industrial Services, Inc., P.O. Box 1688, Albany, OR 97321 for the Scholls Hwy. at Sorrento Road Section.

The Local Agency Agreement No. 8338 requires the City of Tigard to deposit its share of the project costs at this time. The City's share is computed as follows:

Contractor's Bid		$59,320.00
Anticipated Additional Items:		
Permanent Pavement Striping	$2,000.00	
State Furnished PROM & Program	700.00	
Signal Controller Testing & Turn-On	1,675.00	
EEO/Labor Compliance Monitoring (0.5% of Contract Amount)	296.60	4,671.60
SUBTOTAL		$63,991.60
Contingencies (4 1/2%)		2,879.62
Engineering (10%)		6,399.16
TOTAL CONSTRUCTION COST		$73,270.38
Less Federal Funds		50,000.00
LOCAL MATCH		$23,270.38
State Share (1/3)		7,756.79
City of Beaverton Share (1/3)		7,756.79
City of Tigard Share (1/3)		7,756.79
ROUNDED		$ 7,760.00

Please submit your $7,760, which should arrive not later than November 29, 1985 using one of the three options for payment described in the attachment.

Very truly yours,

Richard L. Dorn, P.E.
Special Programs Coordinator
Program Section

RLD:pf
Attachments
bcc w/AD #85-136: Wayne Schulte, Metro Region
Vern Skoog-Please return completed AD #85-136 when completed.
Gary A. Potter
Donald L. Trout

Received 11-27-85
check

November 15, 1985

Chris Bowles, City Engineer
City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, OR 97005

PRO

Dear Mr. Bowles:

On November 7, 1985 we received a satisfactory bid from Mid Continent Industrial Services, Inc., P.O. Box 1688, Albany, OR 97321 for the Scholls Hwy. at Sorrento Road Section.

The Local Agency Agreement No. 8338 requires the City of Beaverton to deposit its share of the project costs at this time. The City's share is computed as follows:

Contractor's Bid		$59,320.00
Anticipated Additional Items:		
Permanent Pavement Striping	$2,000.00	
State Furnished PROM & Program	700.00	
Signal Controller Testing & Turn-On	1,675.00	
EEO/Labor Compliance Monitoring (0.5% of Contract Amount)	296.60	4,671.60
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State Share (1/3)		7,756.79
City of Beaverton Share (1/3)		7,756.79
City of Tigard Share (1/3)		7,756.79
ROUNDED		$ 7,760.00

Please submit your $7,760, which should arrive not later than November 29, 1985 using one of the three options for payment described in the attachment.

Very truly yours,

Richard L. Dorn, P.E.
Special Programs Coordinator
Program Section

RLD:pf
Attachments
bcc w/AD #86-135: Wayne Schulte, Metro Region
Vern Skoog-Please return completed AD #86-135 when completed.
Gary A. Potter
Donald L. Trout

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Report No. 26

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING Oct. 25, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 12,288
SALARY—THIS WEEK +	$ 0
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 12,288
AUTHORIZATION ÷	$ 10,000
% EXPENDED	123%

ANTICIPATED OVERRUN $ 0	0 %	ANTICIPATED TOTAL COSTS $10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

No work this week.

Responded to question of Right-Of-Way dedication and legal description for Scholls Ferry Rd. at Sorrento intersection.

Responded to question on vertical datum for Hall Blvd. at Oak St. intersection.

Last report until further work required.

OCT 28 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 25

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING Oct. 18, 1985
HIGHWAY NAME	COUNTY
PREFIX C0371407	

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 12,217
SALARY—THIS WEEK +	$ 71
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 12,288
AUTHORIZATION ÷	$ 10,000
% EXPENDED	123%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

OCT 21 1985

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

No work this week.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

jc

[illegible]

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9234(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50257

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 22 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE October 16, 1985

8. FEDERAL ROUTE NUMBER FAU 9234

9. STATE ROUTE NUMBER 143

10. GENERAL LOCATION:
Scholls Hwy & Sorrento Rd. (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK
Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 9-9-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 8-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $73,439; Federal Funds limited to $50,000.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 10/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossna

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 24

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING Oct. 11, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 12,043	ANTICIPATED OVERRUN $ 0 0 %	ANTICIPATED TOTAL COSTS $10,000
SALARY—THIS WEEK +	$ 174	SUPPLEMENTAL AUTHORITY FOR SURVEY	
OTHER—THIS WEEK +	$ 0	NUMBER DATE SUBMITTED	AMOUNT $
TOTAL EXPENDITURES TO DATE	$ 12,217	SIGNATURE	
AUTHORIZATION ÷	$ 10,000	X Bob Schalk	
% EXPENDED	122%	NAME OF PROJECT MANAGER Bob Schalk, Project Manager	

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Sent Region Right-Of-Way Cost Report for modified design to Curt Duval.

HALL BLVD. AT OAK

Obtained field data for Salem (top of manhole elevations and invert elevations, culvert elevations).

OCT 17 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 23

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT (METRO)

FOR WEEK ENDING: Oct. 4, 1985

HIGHWAY NAME:

COUNTY:

PREFIX: C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE UNIT LENGTH	MILEAGE STAKED PREL.	MILEAGE STAKED LOC.	% COMPLETE FIELD	% COMPLETE OFFICE	SURVEY DATES STARTED	SURVEY DATES ESTIMATED COMPLETION	ESTIMATED CONSTRUCTION COST
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 11,779
SALARY—THIS WEEK +	$ 264
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 12,043
AUTHORIZATION ÷	$ 10,000
% EXPENDED	120%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE: X Bob Schalk

NAME OF PROJECT MANAGER: Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Sent modified design to Curt Duval for his review and submittal.
Sent copy of Right-Of-Way and easements for modified design to Metro Region Right-Of-Way Liaison.

OCT 7 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		Report No. 22 FOR WEEK ENDING Sept. 27, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 11,090	ANTICIPATED OVERRUN $ 0	0 %	ANTICIPATED TOTAL COSTS $10,000
SALARY—THIS WEEK +	$ 689	SUPPLEMENTAL AUTHORITY FOR SURVEY		
OTHER—THIS WEEK +	$ 0	NUMBER	DATE SUBMITTED	AMOUNT $
TOTAL EXPENDITURES TO DATE	$ 11,779	SIGNATURE		
AUTHORIZATION ÷	$ 10,000	X Mark Beem for:		
% EXPENDED	118%	NAME OF PROJECT MANAGER Bob Schalk, Project Manager		

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Developed solution for possible change to an urban section which avoids removal of trees and roadside landscaping. Developed profiles, cross section templates, estimate and detail map. Will review at Region level next week. Met with Curt Duval to view alternate solution. Preparing last details of alternate design to submit to Salem. Narrative.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 21

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING Sept. 20, 1985
HIGHWAY NAME COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorrento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 10,642
SALARY—THIS WEEK +	$ 448
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 11,090
AUTHORIZATION ÷	$ 10,000
% EXPENDED	111%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.

Roadside inventory reports for all projects submitted to Salem Aug. 1,1985

Submitted Region Traffic Reports for all projects to Final Design.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Developed solution for possible change to an urban section which avoids removal of trees and roadside landscaping. Developed profiles, cross section templates, estimate and detail map. Will review at Region level next week.

SCHOLLS FERRY ROAD AT SORRENTO

Awaiting City of Tigard approved documentation of developers R/W donation.

Received and sent to Salem 9-20-85 sketch map of intersection and proposed R/W donation.

SEP 24 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 20

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT (METRO)

FOR WEEK ENDING: Sept. 13, 1985

HIGHWAY NAME:

COUNTY:

PREFIX: C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$10,335
SALARY—THIS WEEK +	$ 307
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$10,642
AUTHORIZATION ÷	$10,000
% EXPENDED	106%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER: Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.
Roadside inventory reports for all projects submitted to Salem Aug. 1,1985
Submitted Region Traffic Reports for all projects to Final Design.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Developing alternative solutions for possible change to urban section to avoid removal of trees and roadside landscaping. Developing profiles, adjusting cross section templates.

SCHOLLS FERRY ROAD AT SORRENTO

Awaiting documentation of developers donation of R/W approved by the City of Tigard.

SEP 16 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 19

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT (METRO)

FOR WEEK ENDING: Sept. 6, 1985

HIGHWAY NAME:

COUNTY:

PREFIX: C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE UNIT LENGTH	MILEAGE STAKED PREL.	MILEAGE STAKED LOC.	% COMPLETE FIELD	% COMPLETE OFFICE	SURVEY DATES STARTED	SURVEY DATES ESTIMATED COMPLETION	ESTIMATED CONSTRUCTION COST
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 10,156
SALARY—THIS WEEK +	$ 116
OTHER—THIS WEEK +	$ 63
TOTAL EXPENDITURES TO DATE	$ 10,335
AUTHORIZATION ÷	$ 10,000
% EXPENDED	103%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Mark Keeson for:

NAME OF PROJECT MANAGER: Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

All projects submitted to Location Unit June 26, 1985.

Roadside inventory reports for all projects submitted to Salem Aug. 1,1985

Submitted Region Traffic Reports for all projects to Final Design.

HALL BLVD. AT OAK ST.

Submitted additional project materials as requested by Salem: cross-sections in vicinity of Ash Creek to determine flow and location; additional topography and data including intersection at Locust St.

BOONES FERRY ROAD AT BRIDGEPORT ROAD

Developing alternative solutions for possible change to urban section to avoid removal of trees and roadside landscaping.

SCHOLLS FERRY ROAD AT SORRENTO

Received map showing proposed R/W units, prepared by the developers' consultants.

Awaiting documentation of developers donation of R/W approved by the City of Tigard.

MT. HOOD HWY. AT 362ND

Met with George Gadeholt, Kerry Dayton, and Kathy Fry regarding Regions' concerns with preliminary plans.

Edited preliminary contract plans.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

SEP 13 1985

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

Section Scholls Hwy. at Sorrento Rd. (Beaverton) Programming Estimate $ 80,000

Highway Scholls Project Length NA

County Washington Completion Time 45 CD after on-site work begins or not later than June 15, 1986.

Kind of Work Traffic Signal Installation Est. Comp. Date

Prefix C037-1407 Letting Date NOV. 7, 85 Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . $ 59,464 –

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2,000 ✓	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Prom + Program	700	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ______ hrs.)		
State Responsibility for Damages		
Signal Controller Testing + Turn On	1675	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Right of Way Monumentation		
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	340 ~~300~~ ✓	
Adjust Utilities:		
	Total Anticipated Items $	4715 ~~4,675~~
	Subtotal $	64,139 –
Contingencies (4-1/2%)		2,886.26
Engineering (8, 9, [✓ 10%])		6,413.90
	Subtotal $	73,439.16
Credit for		
Estimated Net Authorization, Construction	$	73,439.16

APPROVED

Road Design Engineer

RECEIVED
SEP 06 1985
Federal Aid Unit

RECEIVED
SEP 06 1985
Federal Aid Unit

Rev. 7/85

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Scholls Hwy at Sorrento Rd. (Beaverton) Sec.			REFERENCE NAME/PHONE		COUNTY Wash	SHEET 1 OF 1
KIND OF WORK Traffic Signal Installation		KEY NUMBER		LENGTH N/A	DATE 9/4/85	NAME Borgsted
NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 9/6/85 MLW					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 11/7/85					
	Temporary Protection and Direction of Traffic		LS	All	LS	1,000—
	Temporary Signs		Sq.Ft.	232	8—	1,856—
	Flaggers		Hour	24	17—	408=
	Traffic Signals					
	Traffic Signal Installation, Complete		LS	All	LS	41,600—
	Fire Preemption System, Complete		LS	All	LS	6,200—
	Model 170 Controller Equipment, Complete		LS	All	LS	8,400—
						59.464=

4-1736 (REV. 2-84)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 18

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT (METRO)

FOR WEEK ENDING: Aug. 30, 1985

HIGHWAY NAME:

COUNTY:

PREFIX: C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	–	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	–	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	–	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave	–	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 9,004
SALARY—THIS WEEK +	$ 1,139
OTHER—THIS WEEK +	$ 13
TOTAL EXPENDITURES TO DATE	$ 10,156
AUTHORIZATION ÷	$ 10,000
% EXPENDED	102%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0%	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Mark Keller FOR:

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

SEP 3 1985

Project submitted June 26, 1985.

Roadside inventories and Right-Of-Way estimates submitted Aug. 1, 1985.

Awaiting documentation of developer's donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project from the City of Tigard.

Studying Boones Ferry at Bridgeport for possible change to an urban section to avoid removing roadside trees and landscaping.

Field: Cross-sections for Hall Blvd. at Oak St. project taken around Ash Creek to determine creek flow and location.
Also, topography at Hall and Locust.
Plotting cross-sections and drafting additional topography information to construction detail map.
Preparing this additional data, as requested by Salem for transmittal.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 17

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING Aug. 23, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 8,040	ANTICIPATED OVERRUN $ 0	0 %	ANTICIPATED TOTAL COSTS $10,000
SALARY—THIS WEEK +	$ 937	SUPPLEMENTAL AUTHORITY FOR SURVEY		
OTHER—THIS WEEK +	$ 27	NUMBER	DATE SUBMITTED	AMOUNT $
TOTAL EXPENDITURES TO DATE	$ 9,004	SIGNATURE		
AUTHORIZATION ÷	$ 10,000	X Bob Schalk		
% EXPENDED	90%	NAME OF PROJECT MANAGER Bob Schalk, Project Manager		

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

26 1985

Project submitted June 26, 1985.

Roadside inventories and Right-Of-Way estimates submitted Aug. 1, 1985.

Awaiting documentation of developer's donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project from the City of Tigard.

Studying Boones Ferry at Bridgeport for possible change to an urban section to avoid removing roadside trees and landscaping.

The above as requested by Salem.

Field: Cross-sections for Hall Blvd. at Oak St. project taken around Ash Creek to determine creek flow and location.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 16

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING Aug. 16, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE UNIT LENGTH	MILEAGE STAKED PREL.	MILEAGE STAKED LOC.	% COMPLETE FIELD	% COMPLETE OFFICE	SURVEY DATES STARTED	SURVEY DATES ESTIMATED COMPLETION	ESTIMATED CONSTRUCTION COST
1	Scholls Fy. @ Sorento	–	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	–	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	–	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	–	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 7,850
SALARY—THIS WEEK +	$ 190
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 8,040
AUTHORIZATION ÷	$ 10,000
% EXPENDED	80%

ANTICIPATED OVERRUN $ 0	0 %	ANTICIPATED TOTAL COSTS $10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

AUG 19 1985

Project submitted June 26, 1985.

Roadside inventories and Right-Of-Way estimates submitted Aug. 1, 1985.

Awaiting documentation of developer's donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project from the City of Tigard.

Studying Boones Ferry at Bridgeport for possible change to an urban section to avoid removing roadside trees and landscaping.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 15

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING Aug. 9, 1985
HIGHWAY NAME / COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE UNIT LENGTH	MILEAGE STAKED PREL.	MILEAGE STAKED LOC.	% COMPLETE FIELD	% COMPLETE OFFICE	SURVEY DATES STARTED	SURVEY DATES ESTIMATED COMPLETION	ESTIMATED CONSTRUCTION COST
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 7,827
SALARY—THIS WEEK +	$ 23
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 7,850
AUTHORIZATION ÷	$10,000
% EXPENDED	78%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 0	0 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

AUG 12 1985

Project submitted June 26, 1985.

Roadside inventories and Right-Of-Way estimates submitted Aug. 1, 1985.

Document of developer donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 14

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING Aug. 2, 1985
HIGHWAY NAME / COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	100	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	100	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	100	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	100	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	100	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 9,889
SALARY—THIS WEEK +	$ 248
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 10,137
AUTHORIZATION ÷	$ 2,000
% EXPENDED	507%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 8,000	300 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 10,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Project submitted June 26, 1985.

Sent roadside inventories and Right-Of-Way estimates for Hall Blvd. at Oak St. and Boones Ferry at Bridgeport on Aug. 1, 1985.

Checking for documents of developer donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project.

AUG 5 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

Report No. 13

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING July 26, 1985
HIGHWAY NAME	COUNTY	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	99	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	99	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	99	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	99	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	99	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 9,376
SALARY—THIS WEEK +	$ 513
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 9,889
AUTHORIZATION ÷	$ 2,000
% EXPENDED	494%

ANTICIPATED OVERRUN $ 8,000	300 %	ANTICIPATED TOTAL COSTS $10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 10,000

SIGNATURE

X Mark Beeson FOR:

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

JUL 29 1985

Project submitted June 26, 1985.

Filling out and taking pictures for road side inventory.

Completing roadside inventory.

Checking for documents of developer donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project.

Preparing transmittal letter for roadside inventory.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 12

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING July 19, 1985
HIGHWAY NAME	COUNTY
PREFIX C0371407	

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	99	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	99	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	99	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	99	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	99	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 8,553
SALARY—THIS WEEK +	$ 823
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 9,376
AUTHORIZATION ÷	$ 2,000
% EXPENDED	469%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 8,000	300 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 10,000

SIGNATURE

X Robert H. Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Project submitted June 26, 1985.

Filling out and taking pictures for road side inventory.

Sent Right-Of-Way maps to Right-Of-Way liaison agent for Right-Of-Way estimates and reports.

Completing roadside inventory.

Performed some minor surveys to provide Salem signal unit with signal pole location cross-sections.

Checking for documents of developer donation of Right-Of-Way in S.W. quadrant of Scholls / Sorento project.

JUL 22 1985

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 11

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING July 12, 1985
HIGHWAY NAME	COUNTY
PREFIX C0371407	

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	99	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	99	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	99	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	99	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	99	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 8,214
SALARY—THIS WEEK +	$ 335
OTHER—THIS WEEK +	$ 4
TOTAL EXPENDITURES TO DATE	$ 8,553
AUTHORIZATION ÷	$ 2,000
% EXPENDED	428%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 8,000	300 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 10,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Project submitted June 26, 1985.

Filling out and taking pictures for road side inventory.

Prepared Right-Of-Way maps for Right-Of-Way liaison agent to determine and complete Right-Of-Way estimates and reports.

RECEIVED
JUL 15 1985
LOCATION SECTION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY ID#

SECTION: Traffic Signals by Consultant (Metro)

REGION: Metro

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000 F		300				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						

TOTALS	$ 70,550
PREVIOUS AUTHORIZATION	$ 60.450
ADD. AUTH. REQUIRED	$ 10,100

RIGHT-OF-WAY EA

PE FUNDING: State

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

A May 6,1985 review of these five (5) intersection projects by Metro-Region staff reveals road work and R/W requirements that were previously not anticipated and should be considered in the design.

This request is for additional 900 money to cover required field work on the Mt. Hood Hwy @ 362 nd Ave. project.

The projects are as follows:	Mt. Hood Hwy @ 362nd Ave
	Tualatin Valley Hwy @ S.W. 91st Ave
	Beaverton/Tualatin Hwy @ S.W. Oak
	Beaverton/Tualatin Hwy @ S.W. Bridgeport
	Scholls Hwy @ Sorrento Rd.

PREPARED BY Original Signed by Curt Duval	DATE 5-29-85	APPROVED, ASST HIGHWAY ENGINEER X Duane A Christensen	DATE 7/1/85
RECOMMENDED, REGION ENGINEER X Original Signed by Edward Hardt	DATE 5-29-85	DEP. OR STATE HIGHWAY ENGINEER APPROVAL DATE	
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Traffic Signals by Consultant (Metro)
HIGHWAY Various NO.
COUNTY Wash/Clack NO.
REGION Metro
AUTHORIZATION NO. 2
PROJECT EA C037-1407
DATE 7-1-85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING FIELD OFFICE	1,000		10,000	914 UTILITY [illegible]	7783		200
					1096		1,000
				915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A		22,650	916 PHOTOGRAMMETRY SERVICES	7142		
	N/A			917 INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A			920 PROJECT PROGRAMMING	06(0 0)		200
903 FINAL DESIGN BRIDGE AND FOUNDATION	74(- -)			921 SPECIFICATIONS AND ESTIMATES	7200		7,500
	7420			923 ENVIRONMENTAL STUDIES	75(0 0)		200
					75(- -)		
904 PRELIMINARY DESIGN	7110						
				925 AIR MONITORING	7510		
905 FINAL DESIGN	78(0 0)		3,750	927 FREE BRIDGE DESIGN	74(- -)		
906 REDESIGN	78(- -)				74(- -)		
907 T.P.D.I. DESIGN	73(31)		1,250	929 FREE BRIDGE SPECIFICATIONS	7200		
908 FIELD TESTING	1094		1,500	933 BASE DESIGN	7141		1,500
909 RIGHT-OF-WAY DESCRIPTION	7511			934 GEOTECHNICAL INVESTIGATION	7120		
910 RIGHT-OF-WAY MAPS	7111			937 HYDRAULIC STUDIES	7143		
911 SIGN AND SIGNAL DESIGN	76(0 -)		15,000	799 SYSTEM STUDIES	N/A		
	76(- -)			960 PROCESS PROJECT PROSPECTUS	7144		100
	1070		2,500	961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(- -)			962 RECONNAISSANCE SURVEYS	71(- -)		
913 RIGHT-OF-WAY LIAISON	7730		2,000	963 REVIEW FIELD SURVEYS	7113		900

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734-1910 (1-85)

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 10

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING July 5, 1985
HIGHWAY NAME	COUNTY
	PREFIX C0371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	99	4-29-85	6-26-85	70,000
2	Boones Fy. @ Bridgeport	-	All	0	100	99	4-29-85	6-26-85	205,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	99	4-29-85	6-26-85	104,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	99	4-29-85	6-26-85	75,300
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	99	4-29-85	6-26-85	137,000
6									
	TOTAL								591,300

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 8,214
SALARY—THIS WEEK +	$ 0
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 8,214
AUTHORIZATION ÷	$ 2,000
% EXPENDED	411%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 8,000	300 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 10,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

No work done this week.

Note: Estimated construction costs above were changed on this report to reflect estimates submitted with projects on June 26, 1985.

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ROAD DESIGN SECTION
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DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
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734-3114 (5-84)

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PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 9

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING June 28, 1985
HIGHWAY NAME	COUNTY
PREFIX C371407	

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	99	4-29-85	6-26-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	99	4-29-85	6-26-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	99	4-29-85	6-26-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	99	4-29-85	6-26-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	99	4-29-85	6-26-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 6,992
SALARY—THIS WEEK +	$ 1,222
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 8,214
AUTHORIZATION ÷	$ 2,000
% EXPENDED	411%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 8,000	300 %	$10,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 10,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Made copies of completed narratives and sepias of all maps.

Prepared project for submittal and wrote submittal letter.

Submitted project of all 5 intersections on 6-26-85 to Bob Pool.

Roadside inventory and other reports (such as utilities) will be sent when completed.

RECEIVED
JUL 1 1985
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COPY — Construction Engineer
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734-3114 (5-84)

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Traffic Signals by Consultant - Narrative Report

Scholls Highway at Sorrento Road

Washington County

PREFIX: 37-1407

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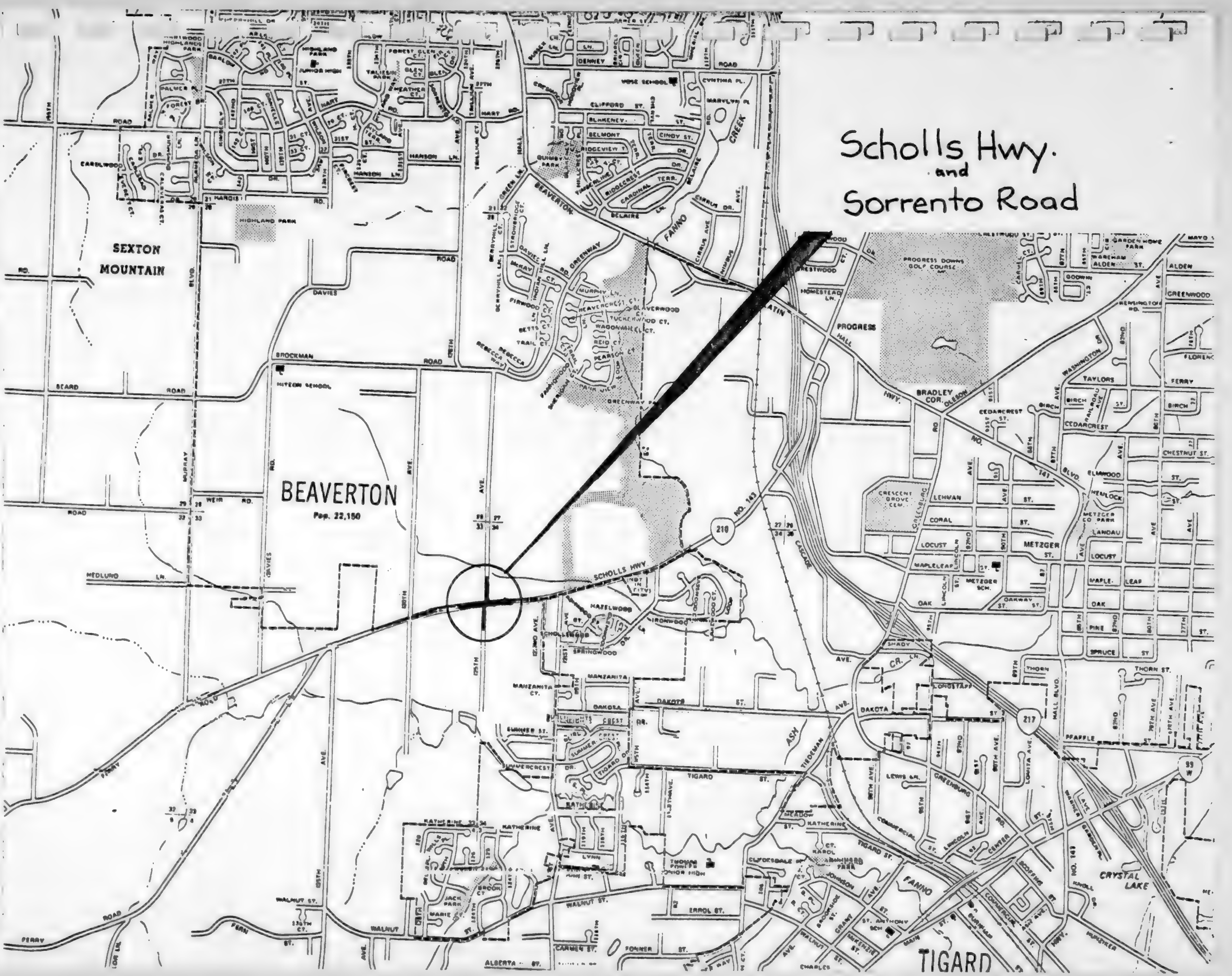
Frontage Roads....................n/a
Conditions of Existing Surface....................6
Geology....................6
Special Specifications....................n/a
Permanent Signing....................6
Cost....................6



Scholls Hwy. and Sorrento Road

SEXTON MOUNTAIN
BEAVERTON
Pop. 22,150
TIGARD
SCHOLLS HWY
NO. 143
210
217
99W
PROGRESS DOWNS GOLF COURSE
HIGHLAND PARK
CRESCENT GROVE CEM.
METZGER
CRYSTAL LAKE
BROCKMAN
ROAD
BEARD
DAVIES
MURRAY BLVD.
125TH AVE.
FANNO CREEK
HALL BLVD.
CASCADE
DAKOTA
TIGARD ST.
WALNUT ST.
GREENBURG RD.
ASH

INTERSECTION IMPROVEMENTS
5 LOCATIONS IN THE METRO REGION
DESIGN REQUIREMENTS
MAY - 1985

The purpose of this report is to describe the design requirements for five intersections in the Metro-Region. A consultant was hired by the Highway Division to prepare vicinity maps of these locations. The work task required of the consultant is now complete and the preliminary design is underway.

The design intersection location and work required are as follows:

1. Mt. Hood Hwy (US - 26) @ SE 362nd Ave.
   Signalization
2. Beaverton-Tualatin Hwy (Hall Blvd.) @ Oak St.
   Channelization
3. Beaverton-Tualatin Hwy @ Bridgeport Road
   Signalization and Channelization
4. Scholls Hwy @ Sorrento Road
   Signalization and Channelize
5. Canyon Road @ SW 91st Avenue
   Signalization

MT. HOOD HWY AT SE 362nd AVENUE

This intersection is located on the Mt. Hood Hwy at M.P. 22.74. The intersection meets the Interuption of Continuous Traffic and was placed on the Statewide Traffic Signal Priority list in July 1979.

The 1984 traffic counts show 17,300 vehicles per day (vpd) on the Mt. Hood Hwy and 3200 vpd on SE 362nd. SE 362nd forms a "T" intersection with the Mt. Hood Hwy. A wide median currently exists on the Mt. Hood Highway and is striped for left turns into SE 362nd Avenue.

The design of the project should include signalization, restriping the median area of the highway to provide adequate storage, constructing a right turn lane from the highway to SE 362nd and minor widening on the SE 362nd Avenue approach to the Mt. Hood Highway. A sketch showing the desired lanes and storage length is attached.

BEAVERTON - TUALATIN HWY AT OAK STREET

This intersection is located on the Beaverton-Tualatin Hwy at M.P. 4.25. The work involved at this location would provide channelization on the highway (see attached sketch). This location was also identified to meet signal warrants several years ago however, current traffic volumes do not warrant the consideration of a traffic signal. Washington County is also reviewing traffic circulation in the area with the intent of reducing traffic using oak street. The 1984 traffic count shows 9,700 vpd on the Beaverton-Tualatin Hwy and 1800 vpd using Oak Street.

Major work will be required on the Beaverton-Tualatin Hwy to construct the channelization. Storage length required for the left turn lane, are shown on the sketch.

BEAVERTON - TUALATIN HWY AT BRIDGEPORT ROAD

This intersection is located on the Beaverton-Tualatin Hwy @ M.P. 8.35. The intersection meets the Minimum Traffic Volume warrant and placed on the Statewide Signal Priority List in March of 1980.

1984 traffic counts show 9,200 vpd on the Beaverton - Tualatin Hwy with 4500 ~~600~~ vpd on the Bridgeport leg. Riverdell intersects to the west and provides access to a number of single family homes in the area. Riverdell carries approximately 700 vpd.

The improvement will require left turn channelization on the Highway. A minimum 45 foot radius should be provided on the northeast corner of this intersection to allow for the buses and larger vehicles at this intersection. It would be desirable to line up the slight off-set intersections of Bridgeport and Riverdell however, there is not sufficient funds or overall benefits to accomplish this.

The storage length and turn lane requirements are shown on the attached sketch.

SCHOLLS HWY AT SORRENTO ROAD

The intersection is located at M.P. 8.05 on the Scholls Hwy. The intersection meets the Interuption of Continuous Traffic warrant and was placed on the Statewide Signal Priority List in February 1982.

At the present time, Sorrento Road intersects Scholls Hwy as a "T" intersection from the north. Sorrento Road approach contains a left turn and a right turn lane on this approach. Left turn channelization also is constructed on Scholls Hwy for eastbound to northbound traffic. Current 1984 traffic counts show 17,000 vpd on Scholls Hwy and over 4,200 vpd on Sorrento Road.

New development is planned on the southside of Scholls Hwy and will be served by a new street access opposite Sorrento Road. The new access road is known as

SW 125th. The developer is responsible for improvement of SW 125th and for the added cost to provide full signalization of this intersection. Some minor roadway work is required to widen the east leg of Scholls Hwy to provide adequate storage length.

The required roadway improvement and storage lengths are shown on the attached sketch.

CANYON ROAD AT SW 91ST AVENUE

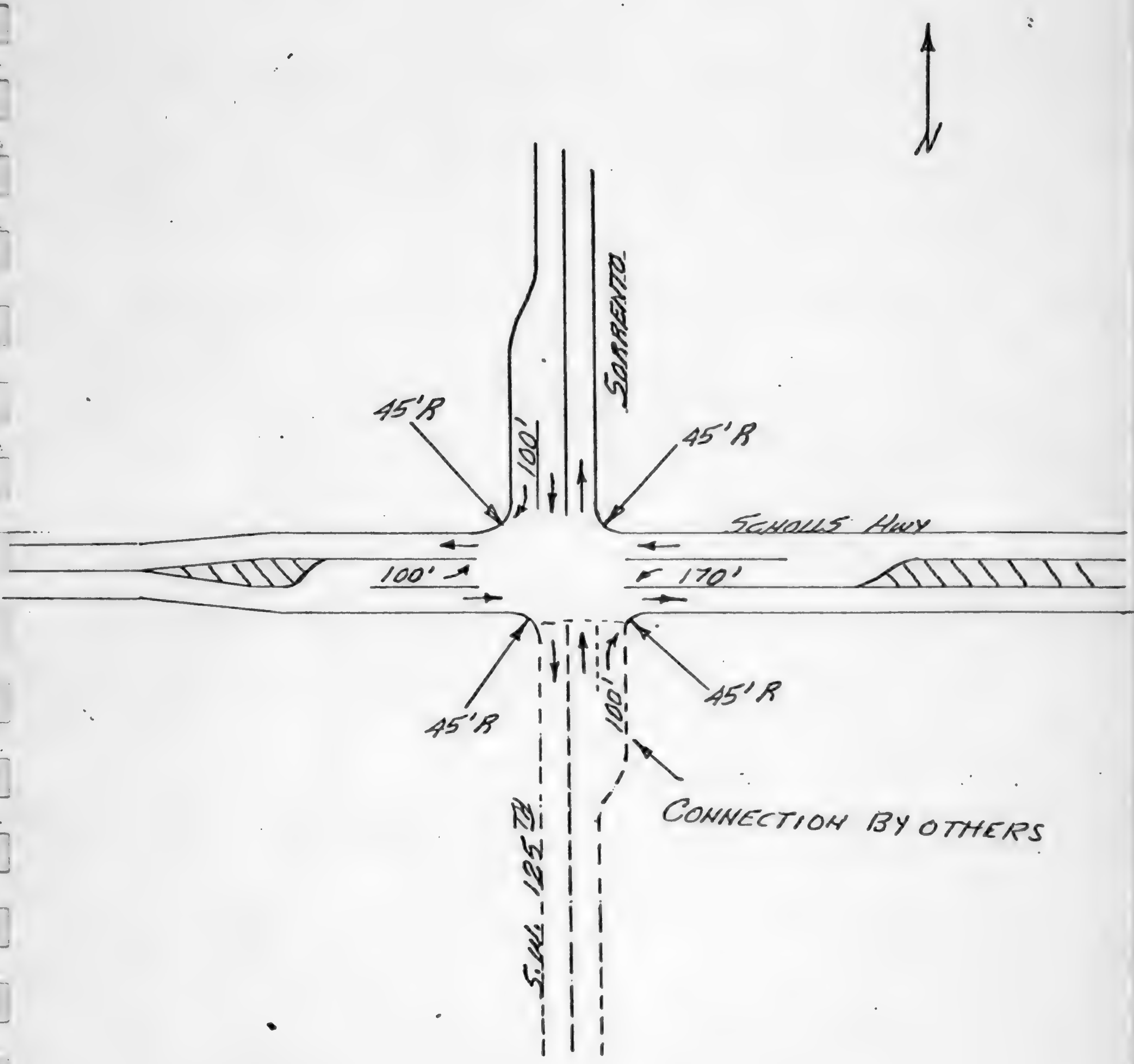
This intersection is located on Canyon Road at M.P. 1.77. SW 91st Avenue forms a "T" intersection with Canyon Road and enters at a skew. This intersection meets the Interuption of Continuous Traffic warrant and was placed on the Statewide Signal Priority List in July 1983.

Canyon Road consists of 2 travel lanes each way and a median lane for left turns. Current 1984 traffic counts show Canyon Road carries 26,000 vpd while SW 91st carries 4000 vpd. A new car dealership is located on the north side of Canyon Road and is off-set approximately 45 feet to the west. There is an indication the owner of this car sales business may be interested in developing a new driveway at the 91st Avenue intersection and participate in the added cost to provide signal heads to allow full signalization. This effort is being pursued as a logical improvement to the intersection.

The required lane configuration and storage length requirements are shown on the attached sketch.

SUMMARY

With the design shown for each intersection, it is concluded all locations will operate at an acceptable level of service into the forecast 20 year period except for the Scholls/Sorrento Road intersection. Analysis shows that Scholls Highway must be improved to provide 2-lanes each way, plus a median lane for turns. This improvement must be undertaken within the next 5 years in order to maintain a reasonable level of service.


N
SORRENTO
45'R
100'
45'R
SCHOLLS HWY
100'
170'
45'R
45'R
100'
S.W. 125TH
CONNECTION BY OTHERS

SCHOLLS HWY @ SORRENTO RD

Form E-670 (Rev. 7/71)

OREGON STATE HIGHWAY DEPARTMENT

Traffic Section
Planning Unit

TRAFFIC ASSIGNMENT DATA

Highway Name SCHOLLS HWY

Highway Class and No. #143 County WASHINGTON

Section Description:

From: 121ST M.P. 8.30

To: SORRENTO / 125TH M.P. 8.05

Existing ADT 20,400 Year 1984

Projected ADT 28,500 Year 2004

20 Year Projection Factor 1.40 % Hvy. Trks. 5.5%

EXISTING HEAVY TRUCK AVERAGE DAILY TRAFFIC BY AXLE TYPE

Number of Axles

2	3		4		5		6	Total
	(Coml.)	(Log)	(Coml.)	(Log)	(Coml.)	(Log)		
*340	670	—	5	—	100	—	2	1117

Remarks * INCLUDES 36 SCHOOL BUSES AND
16 TRI-MET BUSES

Source of Data: O.S.H.D. MANUAL COUNT

Date Recorded: 11/81 Duration of Count: 14 Hours

Requested by Date

Furnished by Date 5/16/85

Quoted to Date

Form 2-870 (Rev. 7/71)

OREGON STATE HIGHWAY DEPARTMENT
Traffic Section
Planning Unit

TRAFFIC ASSIGNMENT DATA

Highway Name SCHOLLS HWY

Highway Class and No. #143 County WASHINGTON

Section Description:

From: SORRENTO / 125TH M.P. 8.05

To: 129TH M.P. 7.80±

Existing ADT 18,000 Year 1984

Projected ADT 25,000 Year 2004

20 Year Projection Factor 1.4 % Hvy. Trks. 6.1%

EXISTING HEAVY TRUCK AVERAGE DAILY TRAFFIC BY AXLE TYPE

Number of Axles

2	3		4		5		6	Total
	(Coml.)	(Log)	(Coml.)	(Log)	(Coml.)	(Log)		
*325	670	–	5	–	100	–	2	1102

Remarks INCLUDES 36 SCHOOL BUSES AND
0 TRI-MET BUSES

Source of Data: O.S.H.D. MANUAL COUNT

Date Recorded: 11/81 Duration of Count: 14 Hours

Requested by Date

Furnished by Date 5/13/85

Quoted to Date

Form [illegible]-870 (Rev. 7/71)

OREGON STATE HIGHWAY DEPARTMENT

Traffic Section
Planning Unit

TRAFFIC ASSIGNMENT DATA

Highway Name SORRENTO RD (FAU 9085)

Highway Class and No. CITY ST County CITY BEAVERTON WASHINGTON

Section Description:

From: SCHOLLS HWY M.P. 0.00

To: 500' NORTH OF SCHOLLS M.P. 0.10

Existing ADT ~~3300~~ 4200 Year 1984

Projected ADT ~~4500~~ 5,900 Year 2004

20 Year Projection Factor ~~1.35~~ 1.40 % Hvy. Trks. ~~2.0~~ 1.5%

EXISTING HEAVY TRUCK AVERAGE DAILY TRAFFIC BY AXLE TYPE

Number of Axles

2	3 (Coml.)	3 (Log)	4 (Coml.)	4 (Log)	5 (Coml.)	5 (Log)	6	Total
*55	10	—	0	—	0	—	0	65

Remarks * INCLUDES 18 SCHOOL BUSES AND 12 TRI MET BUSES

Source of Data: O.S.H.D. MANUAL COUNT

Date Recorded: 11/81 Duration of Count: 14 Hours

Requested by Date

Furnished by Date 5/12/85

Quoted to Date

STATE OF OREGON INTEROFFICE MEMO

TO: L.E. GEORGE
Traffic Engineer

DATE: June 18, 1985

FROM: ALLAN TROYER Allan Troyer
Region Traffic Signal Manager

SUBJECT: Preliminary Traffic Signal Design
Scholls Ferry Rd. (Hwy. #143) @ Sorento Rd.

The attached vicinity map shows preliminary design details and recommendations for the proposed traffic signal installation at the subject intersection.

The southerly approach of Sorento is currently under construction and further development in the southwest quadrant will take place in the near future. This design takes account of these developments.

Washington County Fire District #1 has requested to have fire pre-emption from the east and west for this installation. The Beaverton Fire Department has requested to have fire pre-emption from the north. Scholls Ferry is the district boundary. Attached are the appropriate fire pre-emption warrant sheets.

AT:pm
cc: Edward L. Hardt
Dave Willhite

Note: Illumination is not included on the signal poles. Accident warrants for illumination are not met and there are overhead conflicts. Existing and planned lighting in the area of the intersection should be sufficient.

AT

TRAFFIC SIGNAL FIRE PRE-EMPT WARRANT

Location: Scholls Ferry @ Sorento Rd.
Approaches: East bound on Scholls Fy
Date: 6-13-85

Factor	Findings	Points
Sight distance	inadequate	1
Approach Speeds (Off-peak)	45	1
Approach Volumes (1000's)	7.4	1
Capacity (Level of Service)	D or Better	1
Interconnected System	NO	1
Time Savings	yes	1
Alternate Routings	NO	1
1979-83 Accidents	1 Angle/5yrs =.2	0
TOTAL		7

Recommendation Pre-empt No-Pre-empt

CRITERIA

Factor	Pre-Empt	No Pre-Empt
Sight Distance		
Adequate		X
Inadequate	X	
Approach Speeds		
<40 MPH		X
40 MPH or more	X	
Approach Volumes		
10,000 or more/day		X
<10,000/day	X	
Level of Service		
"E"		X
"D" or better	X	
Interconnected System		
Yes		X
No	X	

Factor	Pre-Empt	No Pre-Empt
Time Savings		
No		X
Yes	X	
Alternate Routings		
Yes		X
No	X	
Accident History		
< 5 Angles/Yr		X
5 or more Angles/Yr.	X	

TRAFFIC SIGNAL FIRE PRE-EMPT WARRANT

Location: Scholls Ferry @ Sorrento Rd.

Approaches: West bound on Scholls Fy.

Date: 6-13-85

Factor	Findings	Points
Sight distance	inadequate	1
Approach Speeds (Off-peak)	45	1
1981 Approach Volumes (1000's)	~~7.4~~ 6.1	1
Capacity (Level of Service)	D or better	1
Interconnected System	NO	1
Time Savings	~~Yes~~ yes	1
Alternate Routings	NO	1
1979-83 Accidents	1 Angle/5 yrs = .2	0
TOTAL		7

Recommendation [✓ Pre-empt] No-Pre-empt

CRITERIA

Factor	Pre-Empt	No Pre-Empt
Sight Distance		
Adequate		X
Inadequate	X	
Approach Speeds		
<40 MPH		X
40 MPH or more	X	
Approach Volumes		
10,000 or more/day		X
<10,000/day	X	
Level of Service		
"E"		X
"D" or better	X	
Interconnected System		
Yes		X
No	X	

Factor	Pre-Empt	No Pre-Empt
Time Savings		
No		X
Yes	X	
Alternate Routings		
Yes		X
No	X	
Accident History		
< 5 Angles/Yr		X
5 or more Angles/Yr.	X	

TRAFFIC SIGNAL FIRE PRE-EMPT WARRANT

Location: Scholls Ferry Rd. @ Sorrento Rd.
Approaches: south bound on Sorento
Date: 6-13-85

Factor	Findings	Points
Sight distance	Inadequate	1
Approach Speeds (Off-peak)	25	0
1981 Approach Volumes (1000's)	1.5	1
Capacity (Level of Service)	"D" or better	1
Interconnected System	NO	1
Time Savings	yes	1
Alternate Routings	NO	~~0~~ 1
1979-83 Accidents	1 Angle/5 yrs = .2	0
TOTAL		~~0~~ 6

Recommendation [✓ Pre-empt] No-Pre-empt

CRITERIA

Factor	Pre-Empt	No Pre-Empt	Factor	Pre-Empt	No Pre-Empt
Sight Distance			Time Savings		
Adequate		X	No		X
Inadequate	X		Yes	X	
Approach Speeds			Alternate Routings		
< 40 MPH		X	Yes		X
40 MPH or more	X		No	X	
Approach Volumes			Accident History		
10,000 or more/day		X	< 5 Angles/Yr		X
< 10,000/day	X		5 or more Angles/Yr.	X	
Level of Service					
"E"		X			
"D" or better	X				
Interconnected System					
Yes		X			
No	X				

STATE OF OREGON INTEROFFICE MEMO

TO: C. H. DUVAL
Location Manager

DATE: June 21, 1985

FROM: C. J. ESHELMAN
Region Geologist

SUBJECT: SOILS AND GEOLOGY REPORT
Scholls Hwy. @ Sorrento Road
Scholls Hwy. No. 143
Washington County

Attached is the Soils and Geology Report on the subject section. This report is for internal use only and is not intended to be available to anyone other than Highway Division or FHWA personnel.

CJE:RJ:jv Ron Jennison

Attachments
cc: A. C. Harwood
R. C. Pool
E. L. Johnsen
R. T. Noble
R. H. Schalk✓
File

125-1387

SOILS AND GEOLOGY REPORT
Scholls Hwy. @ Sorrento Road
Scholls Hwy. No. 143
Washington County

Prefix: 37-1407
June 20, 1985

1. GENERAL: This is a minor construction project which includes a traffic signal and a new street connection by a private party. The project is located at milepost 8.05 on the Scholls Ferry Road (State Route 210). This is in the Tualatin River Valley where the topography consists of gently rolling hills. The elevation at the project site is approximately 235 feet. The geology of the area is described as belonging to the Willamette Silt Unit which has an upper Pleistocene age.

2. TYPICAL SOIL: The typical soil is a silt, based upon field examination and laboratory no. 78-19063.

3. DRAINAGE: The existing drainage flows down side ditches toward Fanno Creek. The contractor has installed a concrete culvert under Sorrento Road. No drainage problems are anticipated.

4. SLOPES: There is very little earth work remaining on the project. Any addition cut or fills should be very minor. The slopes should be kept under 1½:1 to prevent erosion. The existing slopes appear to be stable.

5. BASE DESIGN: The attached Base Design was furnished by the Surfacing Design Unit. The existing pavement on Scholls Ferry Road is in fair condition. The southern part of Sorrento Road has just been paved by the contractor.

6. GRANULAR MATERIAL: No cemented gravel, bedrock or boulders will be found on this project.

7. MATERIAL SOURCES: There are no State owned material sources available for this project. The following is a partial list of commercial aggregate sources:

Progress Quarry, Source No. 34-84-1
(Last qualified in 1981)

Baker Quarry, Source No. 34-80-1
(Last qualified in 1984)

Cobb Rock Quarry, Source No. 34-79-1
(Last qualified in 1985)

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section:	Traffic Signals By Consultant (Metro) Scholls Hwy. @ Sorrento Rd.	Date	June 7, 1985
Highway:	Scholls Hwy. #143	Ten Year Traffic Coefficient	9.5
County:	Washington	18 kip EAL's per day	420
Prefix:	37-1407	R Value	12
Project Manager:	Curt Duval	Frost Penetration	N/A
		CBE Total Requirement	29.6"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
5.0"	A.C. Wearing Surface & Base, Class "B" or "C"	10.0"
2.0"	Aggregate Level (3/4"-0)	2.0"
18.0"	Aggregate Base	18.0"
25.0"		30.0"

EXISTING ROADWAY

2.0"	A.C. Overlay to obliterate striping and cover construction joints.

Page 1 of 3

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Fanno Cr. Structure	Laboratory No.	78-19063
		Prefix No.	134-1474 - 910
Highway	Scholls	County	Washington
Contractor	Contract No.	F. A. Project No.	
Submitted by	C. J. Eshelman	Date Reported	12-19-78
		Laboratory Charges	409.00

1 Sack

REPORT ON SAMPLE OF

Source of material	Sta. 59+70, 23' Lt.		
Sampled or inspected at	Roadway	Data No.	48968
To be used	Subgrade	Date received	11-8-78
Sampled or inspected by	R. Jennison 11-3-78	Quantity represented	

TEST RESULTS

SOIL CONSTANTS

T-89	29	
P T-90	3	
Sp. Gr. (Le Chat.)	2.67	
d Equiv.		
ss. M-145	A-4	
Organic		%
t. Moist.		%
Angeles Abrasion	T-96	
Grading	% Wear	
regon Degradation		
P20	%, Ht.	in.

Expansion Pressure and "R" Value T-190

Moisture %	22.3	17.7	16.6	16.0	
Exudation Press. psi	48	175	275	370	
Expansion Pres. CT in	0.0	1.5	8.5	12.5	
Displacement	4.7	4.9	4.4	4.2	
Compaction, psi	10	110	135	158	
"R" Value	7	46	63	65	
Density pcf	99.3	106.9	108.8	110.1	
Water loss ml.	0	0	0	0	
Comp. water loss at blows	—	—	—	—	

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	
2	
1½	
1	100.0
¾	99.6
½	98.5
⅜	96.2
¼	91.9
4	89.8
10	84.3
40	79.3
60	77.6
200	62.6

Moist.-Density Relations

T-99 ☑ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
104.5	13.0
109.0	15.9
109.3	17.1
105.6	19.6

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	15.7 %
Coarse sand, 2.0 to 0.42 mm.	5.9 %	5.0 %
Fine sand, 0.42 to 0.074 mm.	19.8 %	16.7 %
Silt, 0.074 to .02 mm.	35.6 %	29.9 %
Silt, 0.02 to 0.005 mm.	17.6 %	14.9 %
Clay, smaller than 0.005 mm.	21.1 %	17.8 %

Material as represented by these samples (does) (does not) comply with specifications.

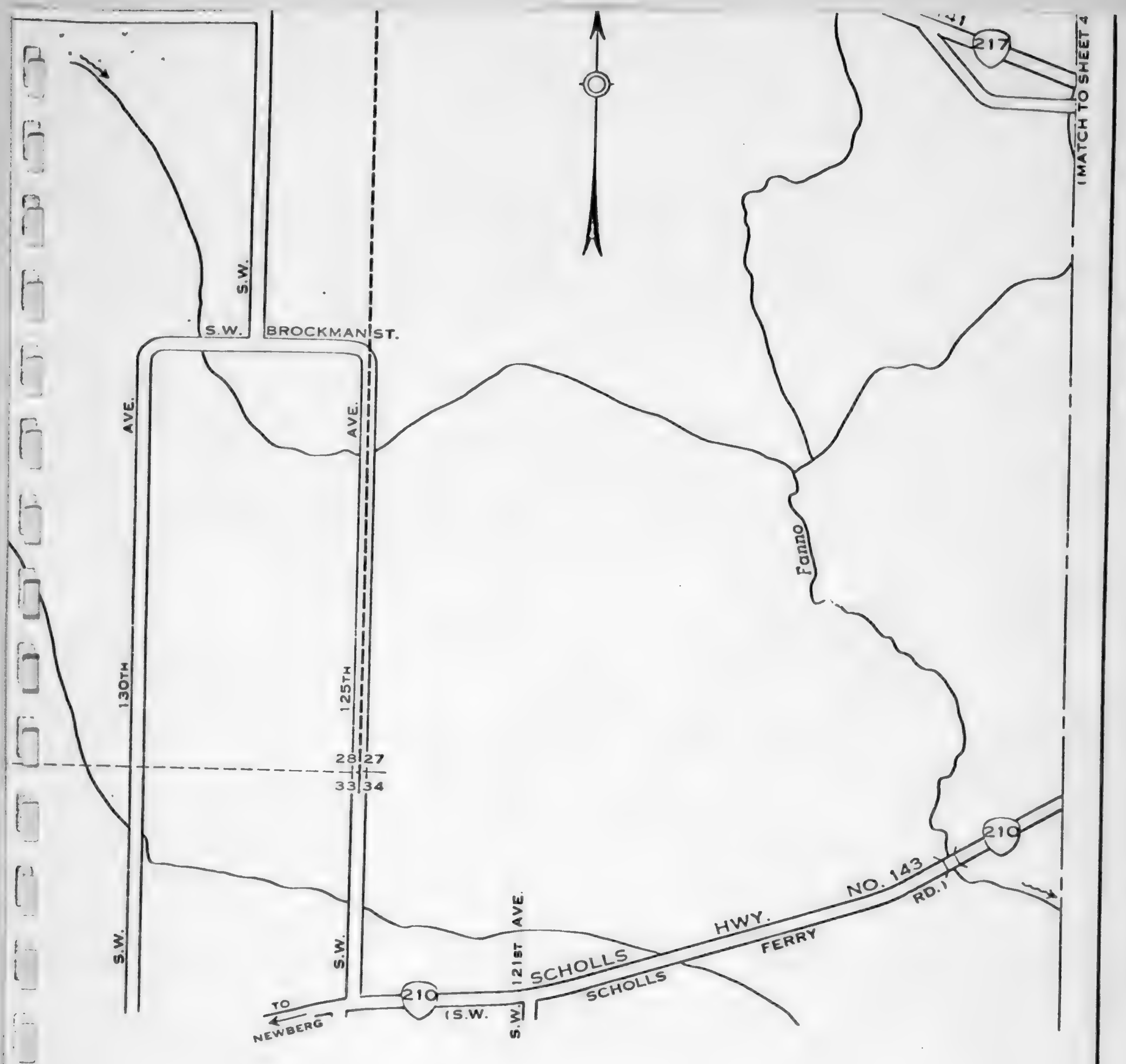
TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☐ Files
- x ~~Eshelman~~
- x Gregg

Remarks Sample was prepared for testing after partial air drying. 0
22.3% stabilometer (T-190) sample was compacted using a metal plate.
"R"-Value @ 20.6% Moisture Content (95% of 109.4 pcf - T99 Max. Dry.) — 14
"R"-Value @ 16.6% Moisture Content (300 psi Exudation) — 63

John C. Jenkins
Engineer of Materials

SP*66026-734


S.W.
S.W. BROCKMAN ST.
AVE.
AVE.
130TH
125TH
S.W.
S.W.
28 27
33 34
Fanno
217
MATCH TO SHEET 4
210
SCHOLLS HWY. NO. 143
SCHOLLS FERRY RD.
S.W. 121ST AVE.
(S.W.
210
TO NEWBERG

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library

Street open for travel.
Street dedicated but not open
City Limits.

BEAVERTON

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

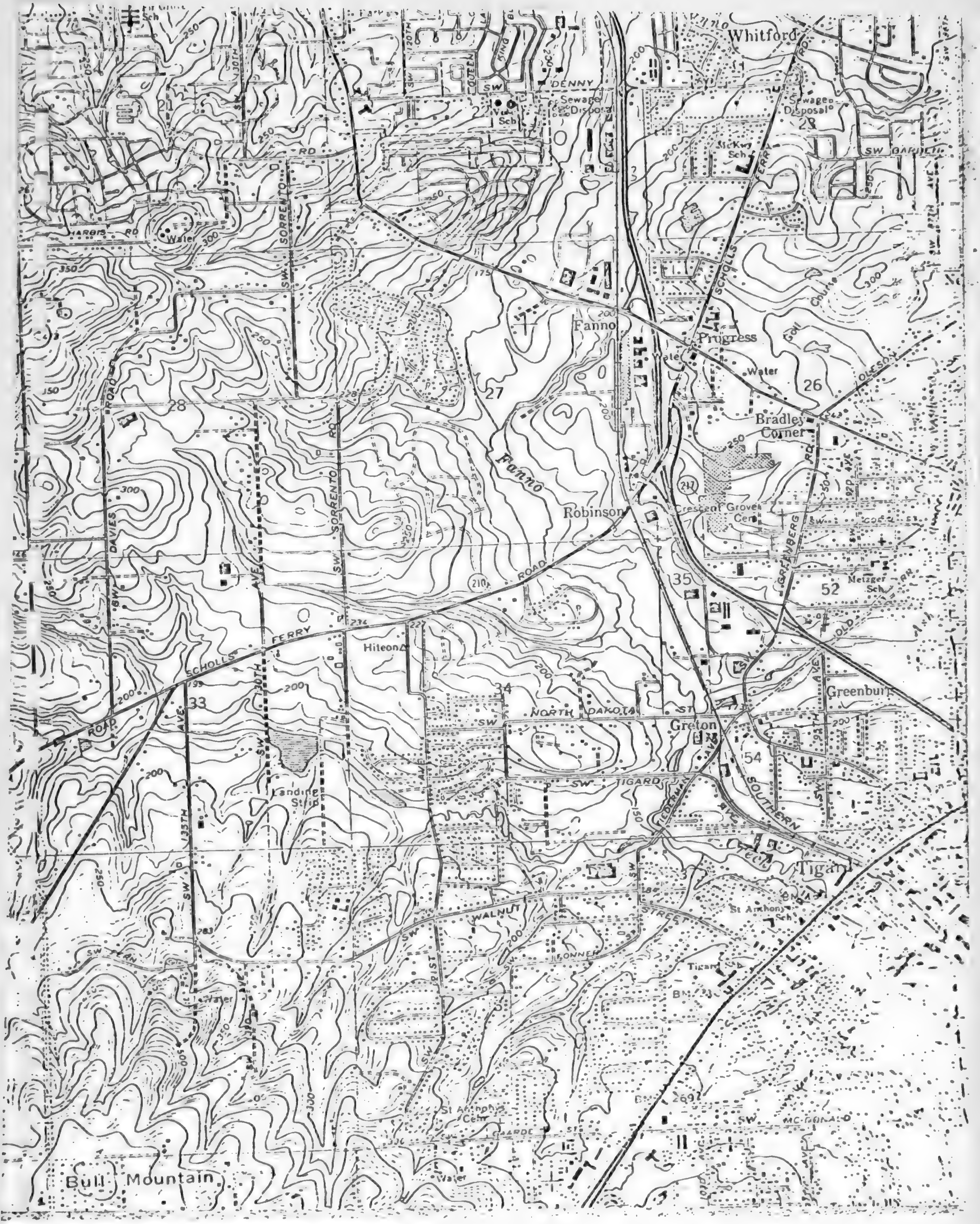
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 9,604

Scale in Feet

SHEET ARRANGEMENT

1	2


Whitford
Sewage Disposal
Sewage Disposal
DENNY
McKay Sch
Harris Rd
Water
Fanno
Progress
Water
26
27
28
Bradley Corner
Fanno
Robinson
Crescent Grove Cem
Scholls Ferry Road
SW Davies Road
SW Sorrento Rd
35
52
Metzger Sch
Hiteon
33
34
SW North Dakota St
Greton
Greenburg
54
Landing Strip
SW Tigard
Southern
Tigard
St Anthony Sch
SW Walnut Street
SW Bonner
Tigard
St Anthony Cem
SW McDonald
Water
Water
Bull Mountain

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Traffic Signals By Consultant (Metro)
Section: Scholls Hwy. @ Sorrento Rd.

Highway: Scholls Hwy. #143

County: Washington

Prefix: 37-1407

Project Manager: Curt Duval

Date June 7, 1985

Ten Year Traffic Coefficient 9.5

18 kip EAL's per day 420

R Value 12

Frost Penetration N/A

CBE Total Requirement 29.6"

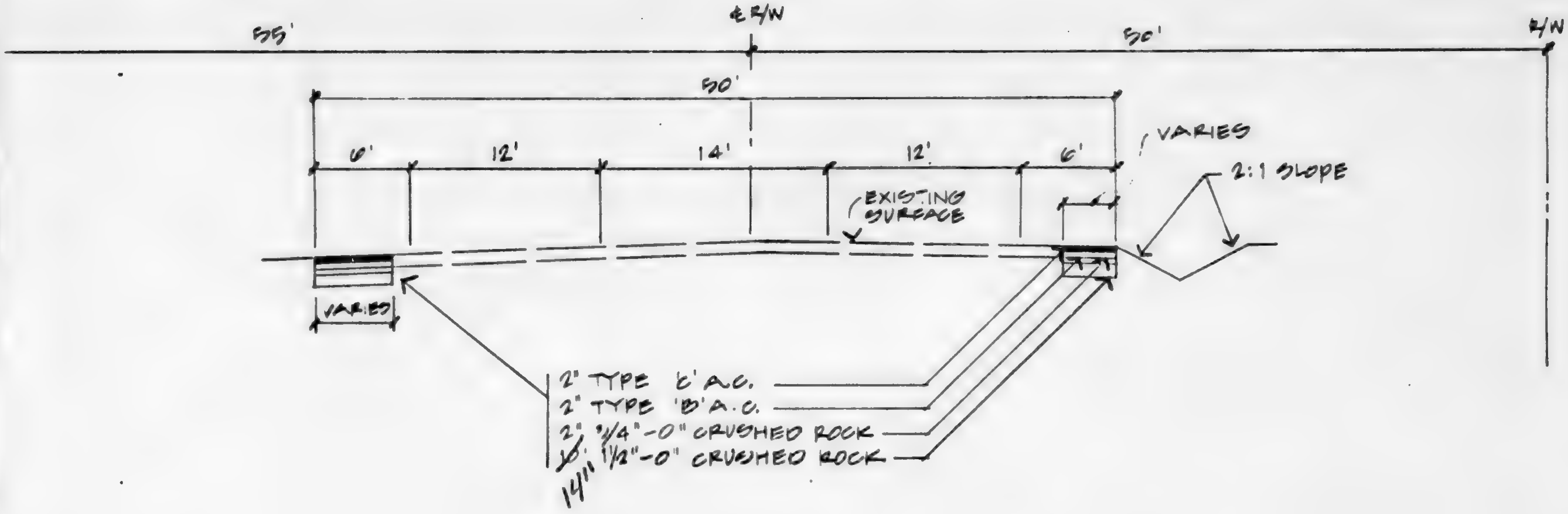
STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
5.0"	A.C. Wearing Surface & Base, Class "B" or "C"	10.0"
2.0"	Aggregate Level (3/4"-0)	2.0"
18.0"	Aggregate Base	18.0"
25.0"		30.0"

EXISTING ROADWAY

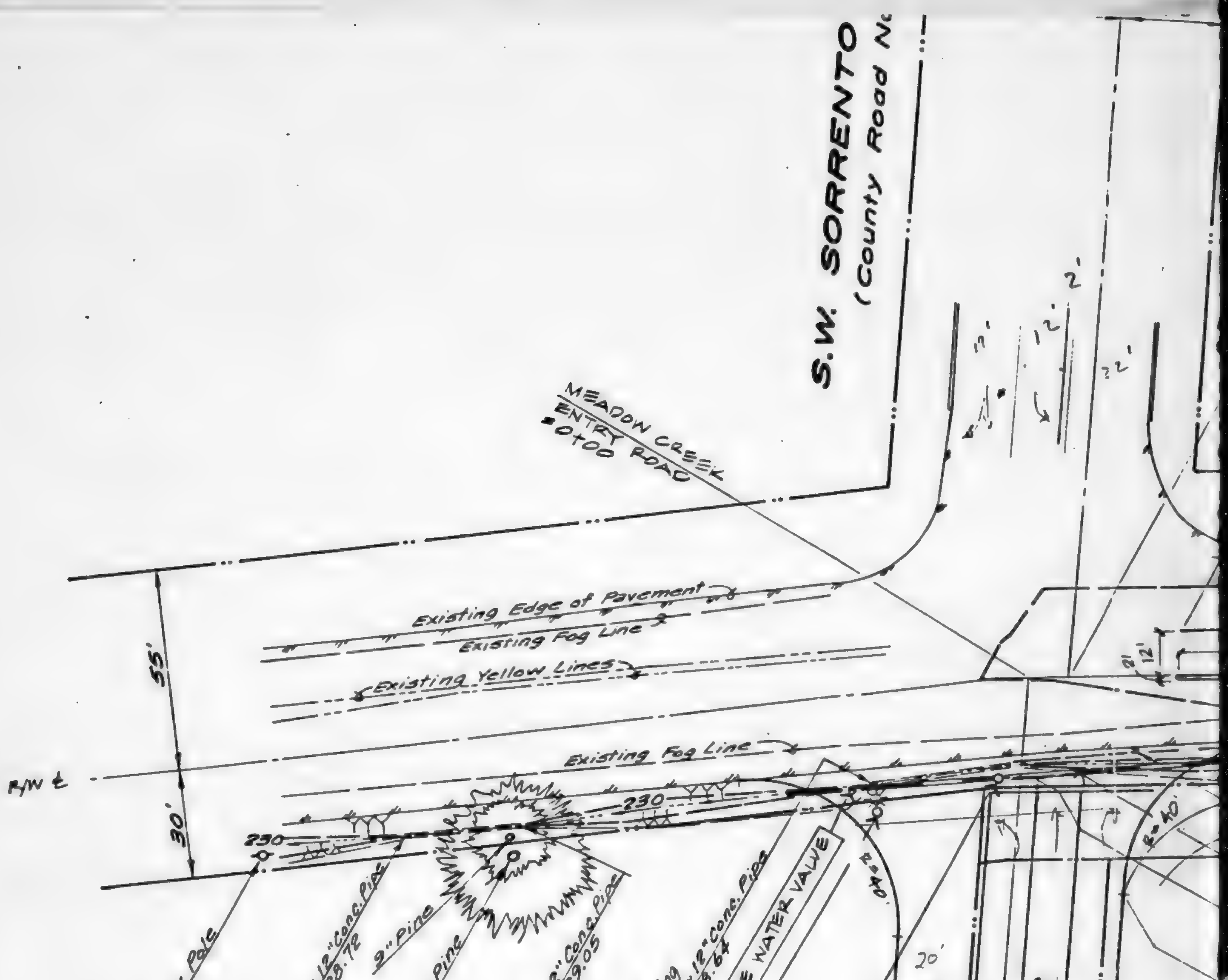
2.0" A.C. Overlay to obliterate striping and cover construction joints.

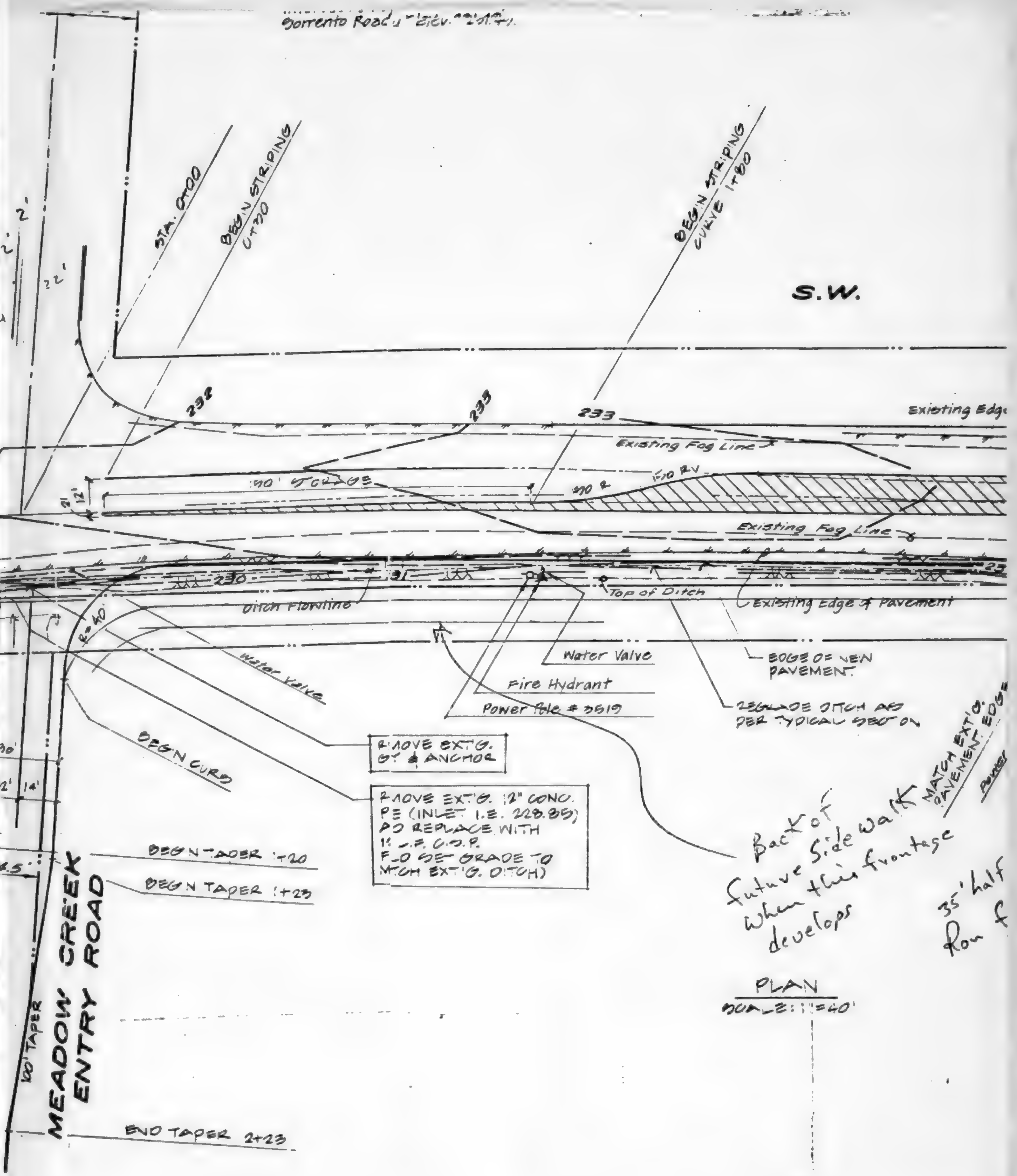
Development
on Scholls Ferry Rd.
@ Sorrento.
South of ~~Hwy~~ Scholls
Highway (125th Street)


55'
℄ R/W
50'
R/W
50'
6'
12'
14'
12'
6'
VARIES
2:1 SLOPE
EXISTING SURFACE
VARIES
2" TYPE 'C' A.C.
2" TYPE 'B' A.C.
2" 3/4"-0" CRUSHED ROCK
~~10"~~ 14" 1½"-0" CRUSHED ROCK

TYPICAL SECTION
FOR PAVEMENT WIDENING

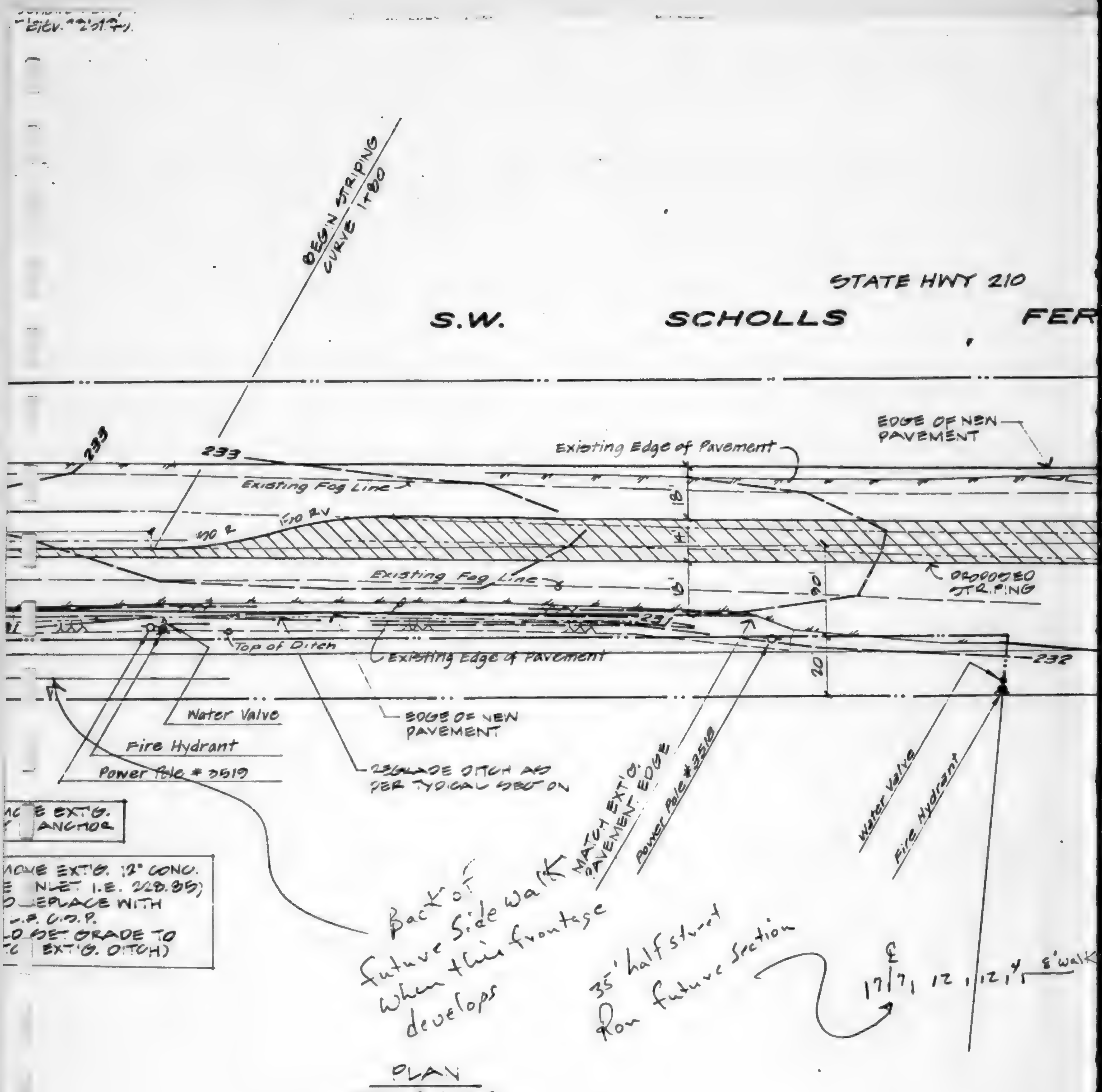
NOT TO SCALE


S.W. SORRENTO
(County Road No
MEADOW CREEK
ENTRY ROAD
=0+00
Existing Edge of Pavement
Existing Fog Line
Existing Yellow Lines
Existing Fog Line
R/W ℄
35'
30'
230
230
Power Pole
#3521
Outlet ~ 12" Conc. Pipe
I.E. 228.72
9" Pine
18" Pine
Inlet ~ 12" Conc. Pipe
I.E. 229.05
Existing
Outlet ~ 12" Conc. Pipe
I.E. 228.64
RELOCATE WATER VALVE
R=40'
R=40'
12'
12'
2'
22'
12'
21
20'
30'
30'
2'
12'
12'
12'
14'
9.5'
24.5'
REMOVE & RELOCATE
EXT'G. LIGHT POLE
#15853 (BY OTHERS)
REMOVE & RELOCATE
EXT'G. POWER POLE
#3520 (BY OTHERS)
EDGE OF NEW
PAVEMENT
(NO CURB THIS
SIDE)
END TAPER 2+20
100' TAPER
30'
MEADOW CREEK
ENTRY ROAD
15
15

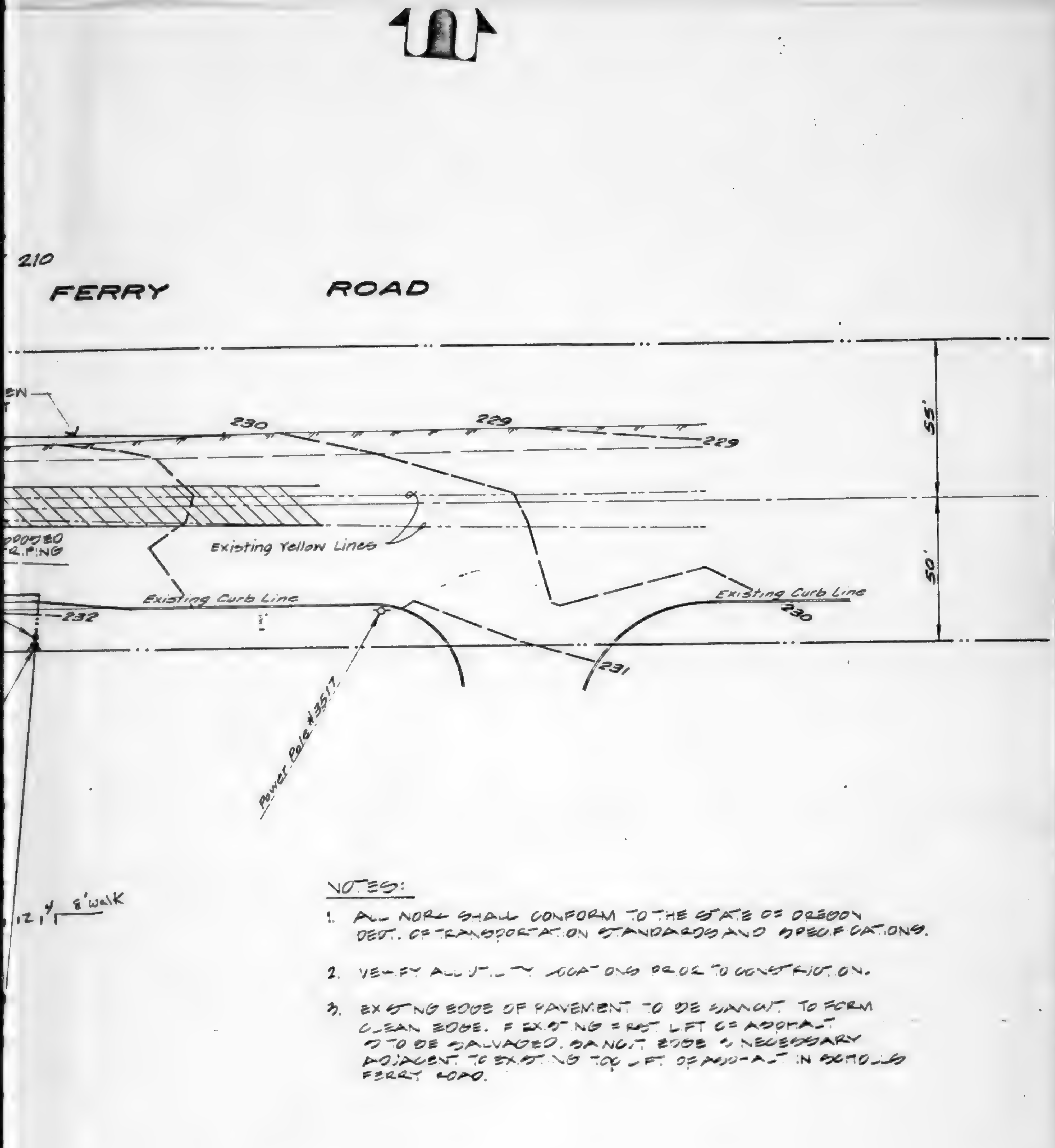


Sorrento Road Elev. 231.7
STA. 0+00
BEGIN STRIPING 0+30
BEGIN STRIPING CURVE 1+80
S.W.
2'
2'
22'
238
233
233
Existing Edge
Existing Fog Line
90' STORAGE
12'
21'
90 R
150 RV
Existing Fog Line
230
231
Ditch Flowline
Top of Ditch
Existing Edge of Pavement
R=40'
Water Valve
Water Valve
Fire Hydrant
Power Pole # 3519
EDGE OF NEW PAVEMENT
REGRADE DITCH AS PER TYPICAL SECTION
REMOVE EXT'G. GT & ANCHOR
REMOVE EXT'G. 12" CONC. PE (INLET I.E. 228.85) AND REPLACE WITH 1½ L.F. C.S.P. FLD SET GRADE TO MATCH EXT'G. DITCH)
BEGIN CURB
30'
12'
14'
24.5'
BEGIN TAPER 1+20
BEGIN TAPER 1+23
100' TAPER
MEADOW CREEK ENTRY ROAD
END TAPER 2+23
MATCH EXT'G. PAVEMENT EDGE
Power
Back of future Sidewalk when this frontage develops
35' half Row f

PLAN
SCALE: 1"=40'


Elev. 231.7
BEGIN STRIPING CURVE 1+80
STATE HWY 210
S.W. SCHOLLS FER
233
233
Existing Edge of Pavement
EDGE OF NEW PAVEMENT
Existing Fog Line
150 RV
150 R
18
4
Existing Fog Line
10
30
PROPOSED STRIPING
231
Top of Ditch
Existing Edge of Pavement
232
20
Water Valve
Fire Hydrant
Power Pole # 3519
EDGE OF NEW PAVEMENT
REGRADE DITCH AS PER TYPICAL SECTION
MATCH EXT'G. PAVEMENT EDGE
Power Pole #3518
Water Valve
Fire Hydrant
MO E EXT'G.
ANCHOR
MOVE EXT'G. 12" CONC.
E NLET I.E. 228.85)
O EPLACE WITH
C.P. C.S.P.
LO SET GRADE TO
TC EXT'G. DITCH)
Back of future Side walk when this frontage develops
35' half street Row future Section
℄
17 7 12 12 4 8' walk

PLAN
SCALE 1"=40


210
FERRY
ROAD
EW
T
230
229
229
OPOSED
TRIPING
Existing Yellow Lines
Existing Curb Line
232
Existing Curb Line
230
231
Power Pole #3517
55'
50'
12'
8' walk

NOTES:

1. ALL WORK SHALL CONFORM TO THE STATE OF OREGON DEPT. OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.
2. VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION.
3. EXISTING EDGE OF PAVEMENT TO BE SAWCUT TO FORM CLEAN EDGE. IF EXISTING FIRST LIFT OF ASPHALT IS TO BE SALVAGED, SAWCUT EDGE IS NECESSARY ADJACENT TO EXISTING TOP LIFT OF ASPHALT IN SCHOLLS FERRY ROAD.

Cooper Consultants, Inc.
ENGINEERING • ARCHITECTURE • CONSTRUCTION MANAGEMENT

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 37-1407 Highway Scholls Hwy Section Scholls Ferry Rd. @ Sorrento

Highway Class .... Date 6/25/85

Yes	No	N/A*	
			1. Are the following being submitted?
☑	☐	☐	a. Detail Map (Hard Copy).
☐	☐	☑	b. Small Scale Ownership Map.
☐	☐	☑	c. Abandonment Map.
☑	☐	☐	d. Vicinity Maps (~~PUC and Structures)~~. (Signal, small scale)
☐	☐	☑	e. RR Encroachment Maps and Cross Sections.
☐	☐	☑	f. Interchange Layout Sheets.
☐	☐	☑	g. Location Profile.
☐	☐	☑	h. Located Line Cross Sections.
☐	☐	☑	i. Mass Diagram.
☐	☐	☑	j. Earthwork and Other Calculations to Support Estimate.
☑	☐	☐	k. Field Notes.
☐	☐	☑	l. Coordinate Sheets.
☐	☐	☑	m. Clearing and Grubbing Chart.
☐	☑	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☑	☐	(1) Description of Bench Mark (Form E-185).
☐	☑	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☑	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☑	☐	☐	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☑	q. Property Appraisal and justifications for alternate facilities.
☑	☐	☐	r. Preliminary Soils and Material Report.
☑	☐	☐	s. Statement of Source of Materials and Stockpile Site (~~Form E-368)~~.
☐	☑	☐	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☑	☐	u. Estimate for Movement of Utilities.
☑	☐	☐	v. Quantity Summary.
☑	☐	☐	w. Cost Estimate.
☑	☐	☐	x. Narrative Report of Survey.
☐	☐	☑	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☑	3. Have all required temporary easements been designated as to area, type and duration?
☐	☐	☑	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☑	☐	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☑	6. Have you investigated drift conditions (snow and sand)?
☐	☐	☑	7. Are there slide conditions apparent?
☑	☐	☐	8. Have you been over this project with a Soils representative?
☐	☑	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☐	☐	☑	a. Roadbed Grading, with Surfacing.
☐	☐	☑	b. Retaining Walls.
☐	☐	☑	c. Slope Benching.
☐	☐	☑	d. Hand Placed Slopes.
☐	☐	☑	e. Rip Rap Work.
☐	☐	☑	f. Irrigation Ditches.
☐	☐	☑	g. Special Drainage Ditches.
☐	☐	☑	h. Channel Changes.
☐	☐	☑	i. Flumes.
☐	☐	☑	j. Sidewalks, Curbs and Gutters.
☐	☐	☑	k. Tunnel (Drainage).
☐	☐	☑	11. Is relocation of a scale site necessary?
☐	☐	☑	12. Does this project involve construction of a frontage road?
☐	☐	☑	13. Will there be unusual difficulty in handling traffic during construction?
☑	☐	☐	14. Have all important alignment points been referenced?
☑	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature Bob Schelh 6-26-85
Locating Engineer

Address Metro Region

Traffic Signals by Consultant - Narrative Report

Scholls Highway at Sorrento Road

Washington County

PREFIX: 37-1407

LIST OF ATTACHMENTS:

Consultants Attachments:

1. Computation sheets
2. Field Notes
3. Surveys and Plats
4. Utility Maps
5. Narrative Report
6. 1"=20' vicinity map

ODOT Attachments:

1. Correspondence
2. Estimate
3. Traffic Analysis Report
4. Signal Report (with pictures)
5. Geology Report
6. Layout Map of Intersection
7. Surface Design Report
8. Developer's Map

(Utilities Report and Roadside Inventory will be sent as soon as they are completed.)

HISTORY OF PROJECT:

The field work and vicinity maps for this intersection, along with four other locations in the Metro Region, were done by a private contractor, Cooper Consultants, Inc. These surveys were then taken by the Region Location and Traffic Analysis Sections to complete the preliminary design work necessary for forwarding to final design.

PURPOSE OF PROJECT:

The purpose of this project is to improve the intersection of Scholls Highway at Sorrento Road by providing left turn channelization along Scholls Highway and a traffic signal at the intersection.

This intersection meets the Interruption of Continuous Traffic Warrant and is on the Statewide Signal Priority List.

This proposed project allows for an acceptable level of service to be maintained by vehicles operating at this intersection.

The suggested design requirements of the intersection are presented in the Traffic Analysis Report, a supplement to this report.

TERMINI:

This project is located at the intersection of Scholls Highway and Sorrento Road in Washington County.

SCOPE:

There will be a signal at this intersection.

There is no roadwork anticipated in this project. A developer presently upgrading and widening 125th Avenue South of the intersection is making other street improvements in the area of the intersection. A copy of the developer's plans, received from the State Maintenance office, is given at the end of this report.

Right-of-Way will not have to be acquired for this intersection.

HORIZONTAL CONTROL:

Horizontal Control is discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

VERTICAL CONTROL:

A backsight elevation was taken off of a 2" brass cap at the intersection of Sorrento and Connestoga Streets.

HORIZONTAL ALIGNMENT:

Horizontal Alignment is discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

VERTICAL ALIGNMENT:

The vertical alignment will not be altered except the affect that the overlay will have on it.

TYPICAL SECTION:

The actual typical sections for the existing roadway are presented in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

There will be a change in the typical section of Scholls Ferry Road East of the intersection. There will be a wider median so that a left-turn refuge can be maintained. The new section for the roadway will be two 12-foot travel lanes (one Eastbound and one Westbound), a 14-foot median, and a 5-foot bike/shoulder lane on both sides of the street.

DRAINAGE:

The existing drainage is discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

The Geology report states that no drainage problems are anticipated. The contractor developing 125th Avenue has installed a concrete culvert under 125th Avenue.

RIGHT-OF-WAY AND EASEMENTS:

The existing Right-of-Way is discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

There is no need for additional Right-of-Way at this intersection.

UTILITIES:

All utilities that are involved in the project location are discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

The utilities section has not sent their report to the location office yet. The report will be submitted when it is received.

SIDEWALKS AND DRIVEWAYS:

All sidewalks and driveways are discussed in the supplementary Narrative Report submitted by Cooper Consultants, Inc.

STAGE CONSTRUCTION AND DETOURS:

The construction of this project can be done with minimal time delays and the roadway will not have to be closed.

SIGNALIZATION:

This intersection requires signalization as discussed in the Traffic Analysis intersection improvement report.

LANDSCAPING:

There is no landscaping anticipated for completion of this project.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC:

This project only entails signalization, so temporary protection and direction of traffic was not in the estimate. Minimal signing will occur.

CONDITIONS OF EXISTING SURFACE:

The condition of the existing surface is fair and when the developer has completed all the work at this intersection, the surface will be sufficient. No roadwork was presented in the estimate.

GEOLOGY:

The Geology Unit has submitted a geology report, which is attached to this narrative. Scholls Highway East of the intersection will need to be widened slightly. This work will be done by a developer that is doing street work at this intersection.

PERMANENT SIGNING:

There is not any permanent signing affected.

COST:

There is no cost for construction items for this project. The cost for signalization is $70,000.

Bob Schalk

Bob Schalk, Project Manager

Date: 6-26-85

NARRATIVE REPORT

S.W. SCHOLLS FERRY ROAD
and
S.W. SORENTO ROAD

WASHINGTON COUNTY

MARCH 1985

SCHOLLS FERRY

HORIZONTAL CONTROL:

1. Monuments found (point numbers shown are the same as on the survey map and on the computer file).

   #20. 3/4" iron pipe with cap at an angle point in the center line or Scholls Ferry Road in the subject intersection (see detail of intersection on vicinity map)

   #19. Brass Cap at the Section Corner for Sections 27, 28, 33, 34 T1S R1W WM.

   #12. Stone in monument box at an angle point in Scholls Ferry Road east of the subject intersection.

   #1-6. Iron rods set for lot corners of the Plat of Chaparral.

   #7,8,13,14,15. Iron rods set for property corners in the southwest quadrant.

   #9,10,11. Iron rods set for the future 20' dedication in the southeast quadrant.

2. The above survey monuments are all of the recorded monuments in the project area plus a few outside of the project area needed to establish the road alignments.

3. Ties were made to all monuments from the 3/4" IP with cap in the intersection with all angles turned twice and all distance checked. The calculated bearings and distances were then checked against recorded data and found to meet specification requirements without any adjustments.

4. The basis of bearing was the center line of Scholls Ferry Road from point #20 and point #12 as taken from C.S. 20833.

HORIZONTAL ALIGNMENT:

1. On Scholls Ferry Road the alignment used is the original center line with point #20 and point #12 used for the section East of the intersection and the recorded angle turned from that line to determine the alignment of the section West of the intersection.

2. On Sorrento Road the section corner (point #19) and the iron rod (point #9) was held for section line and road alignment.

3. Stationing for Scholls Ferry Road was set with 0+00 at right angle offset from the iron rod at the Southwest corner of Lot 22 Chaparral and Sorrento Road was set with 0+00 at right angle offset from the iron rod at the Northeast corner of Lot 25 Chaparral.

TYPICAL SECTIONS:

1. The typical section of Sorrento Road looking south from Station 0+00 consisting of a right-of-way of 83 feet:
    - a. A fence 1/2 foot behind the right-of-way line
    - b. A flat landscaped area 8 feet wide
    - c. A concrete sidewalk 4 feet wide
    - d. A planter area 5-1/2 feet wide
    - e. A concrete curb and gutter 1-1/2 feet wide
    - f. A 17-1/2 foot southbound travel lane
    - g. A 12-foot left turn lane
    - h. A 19-1/2 foot northbound travel lane
    - i. A concrete curb and gutter 1-1/2 feet wide
    - j. A planter area 3-1/2 feet wide
    - k. An asphalt concrete bike path 8 feet wide
    - l. A flat landscaped area 2 feet wide

2. The typical section of Scholls Ferry Road west of the intersection looking east from Station 2+00 consists of a right-of-way of 85 feet:
    - a. A fence 1/2 foot behind the right-of-way line
    - b. A flat area 14 feet wide
    - c. A ditch and shoulder area of 9 feet
    - d. A 4-foot paved shoulder
    - e. A 13-foot westbound lane
    - f. A 2-foot painted median
    - g. A 12-foot left turn lane
    - h. A 13-foot eastbound lane
    - i. A 6-foot paved shoulder
    - j. A 12-foot ditch and shoulder area

3. The typical section of Scholls Ferry Road east of the intersection looking east from Station 4+00 consist of a right-of-way of 85 feet:

   a. A flat area of 17 feet
   b. A ditch and shoulder area of 14 feet
   c. A 4-foot paved shoulder
   d. A 12-foot westbound lane
   e. A 10-foot painted median
   f. A 13-1/2 foot eastbound lane
   g. A 6-foot paved shoulder
   h. An 8-foot ditch and shoulder area
   i. A 6-1/2-foot flat area
   j. A 20-foot future dedication

SIDEWALKS AND DRIVEWAYS:

There are only three driveways in the project area:

1. Approximate "SF" 0+50 Rt a gravel driveway 15 feet wide
2. Approximate "SF" 1+65 Rt a gravel driveway 20 feet wide
3. Entering Scholls Ferry at the intersection is a broken AC driveway that serves 4 parties

There is a concrete sidewalk on the west side and an AC bike path on the east side of Sorrento Road.

DRAINAGE:

The existing drainage consists of the following:

1. A ditch on the south side of Scholls Ferry Road flowing from a point approximately 300 feet east of the intersection in a westerly direction through the project area with 12" culverts used at the driveways.

2. A ditch on the north side of Scholls Ferry Road flowing from a point approximately 150 feet east of the intersection in a westerly direction through the project area with an 18" culvert under Sorrento Road.

3. Sorrento Road has curb and gutter flowing to the north on both sides, away from the intersection with the first catch basin approximately 250 feet from the intersection.

UTILITIES:

Portland General Electric Company
14655 SW Scholls Ferry Road
Beaverton, Oregon 97007
503-643-5454

PGE has overhead facilities on the south side of Scholls Ferry Road with anchors on the north side, and underground running from pole #3520 at the southeast corner of the intersection and west across the private drive then north across Scholls Ferry Road and along the west side of Sorrento.

Northwest Natural Gas Company
220 NW Second Avenue
Portland, Oregon 97205
503-220-2415

The gas company has two lines on Scholls Ferry Road, one in the westbound lane and the other behind the ditch on the north side.

General Telephone Company
Post Office Box 1100
Beaverton, Oregon 97005
503-641-7879

GTE has overhead facilities on both the north and south side of Scholls Ferry Road on PGE poles. No underground reported by GTE, but there is an apparent service from the telephone pole (no tag) in the northeast quadrant.

Tigard Water District
8841 SW Commercial
Tigard, Oregon 97223
503-639-1554

Tigard Water District has a 12-inch line along the south side of Scholls Ferry Road with a valve just west of the intersection, and a fire hydrant and 2 valves just west of the intersection.

City of Beaverton (Water and Street Lighting)
Community Development
3800 SW Cedar Hills Blvd.
Beaverton, Oregon 97005
503-644-2191

The City of Beaverton has a 12-inch water line in the northbound lane of Sorrento Road with two 12-inch stubs to the east and west, north of the pavement of Scholls Ferry Road. The street light in the northeast quadrant is part of a street ighting system on the east side of Sorrento Road.

Storer Metro Television
PO Box 1956
Beaverton, Oregon 97005
503-644-3188

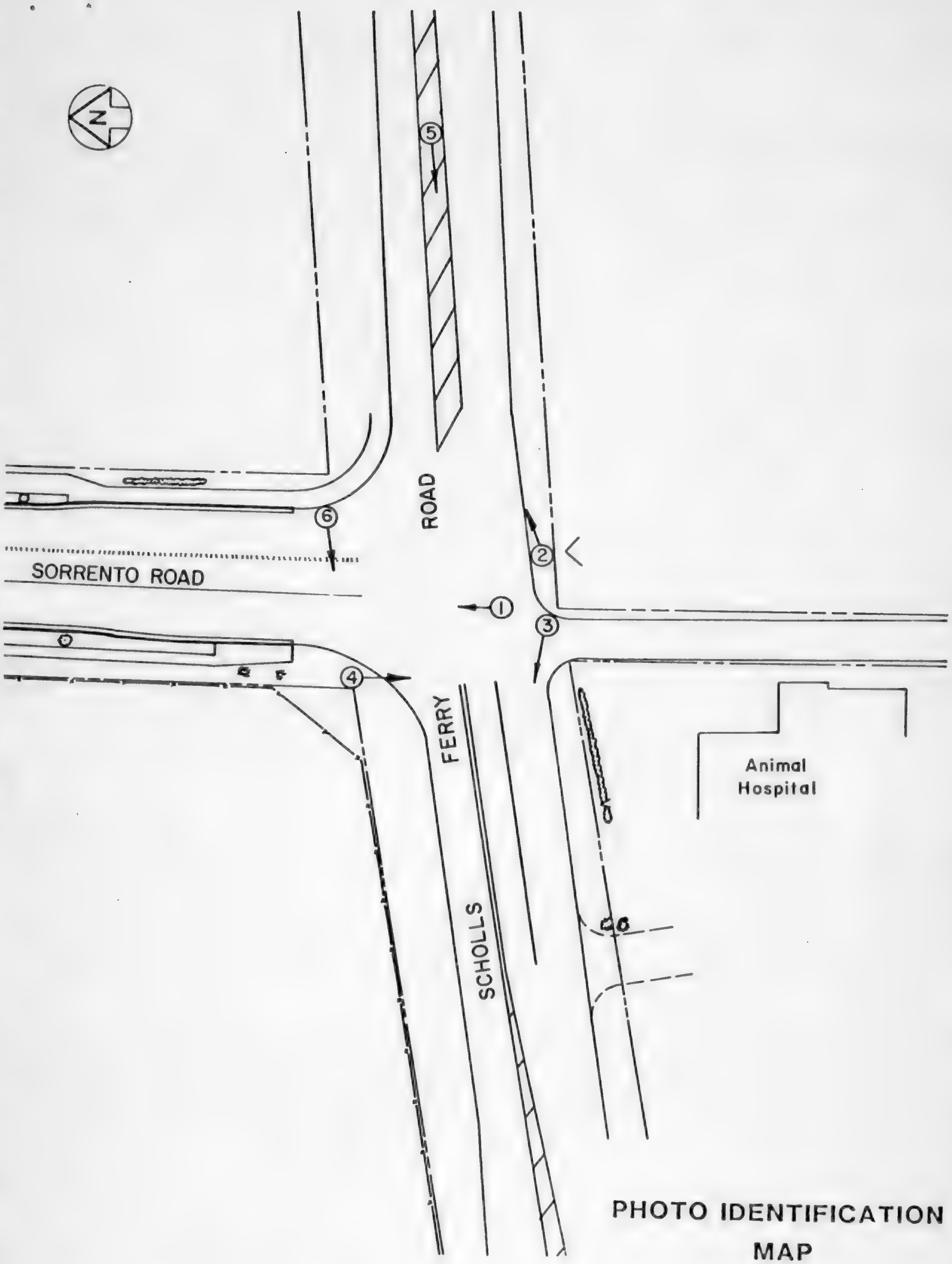
Storer has facilities on PGE poles in close proximity to the telephone lines on the south side of Scholls Ferry Road.

There are no sanitary sewers within the project area.

RIGHT-OF-WAY AND EASEMENTS:

The right-of-way of Scholls Ferry Road consists of the original 30 feet on each side of the center line plus an additional 25 feet on the north side. As noted on the map, there is a proposed 20-foot dedication in the southeast quadrant. Also, on the west end of the project area on the south side there has been an additional 15-foot dedication. The right-of-way to the east was established by holding the Washington County iron rod (point #20) in the intersection and the stone in the monument box (point #12) 1059.13 feet to the east. The right-of-way to the west was established by turning the record angle at the Washington County iron rod. This gives a right-of-way resolution that finds existing survey monuments all within 0.14 feet of the proper location.

The right-of-way of Sorrento Road consist of the original 40 on the east side of the section line with an additional 33 feet on the west side and an additional 10 feet on the east side. The right-of-way was established by holding the section corner (point #19) 1431 feet to the north and the record distance from the Washington County iron rod (point #20), this gives a right-of-way resolution that finds existing survey monuments all within 0.12 feet of the proper location except point #14 which is 0.38 out of proper alignment for the section line.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FERRY
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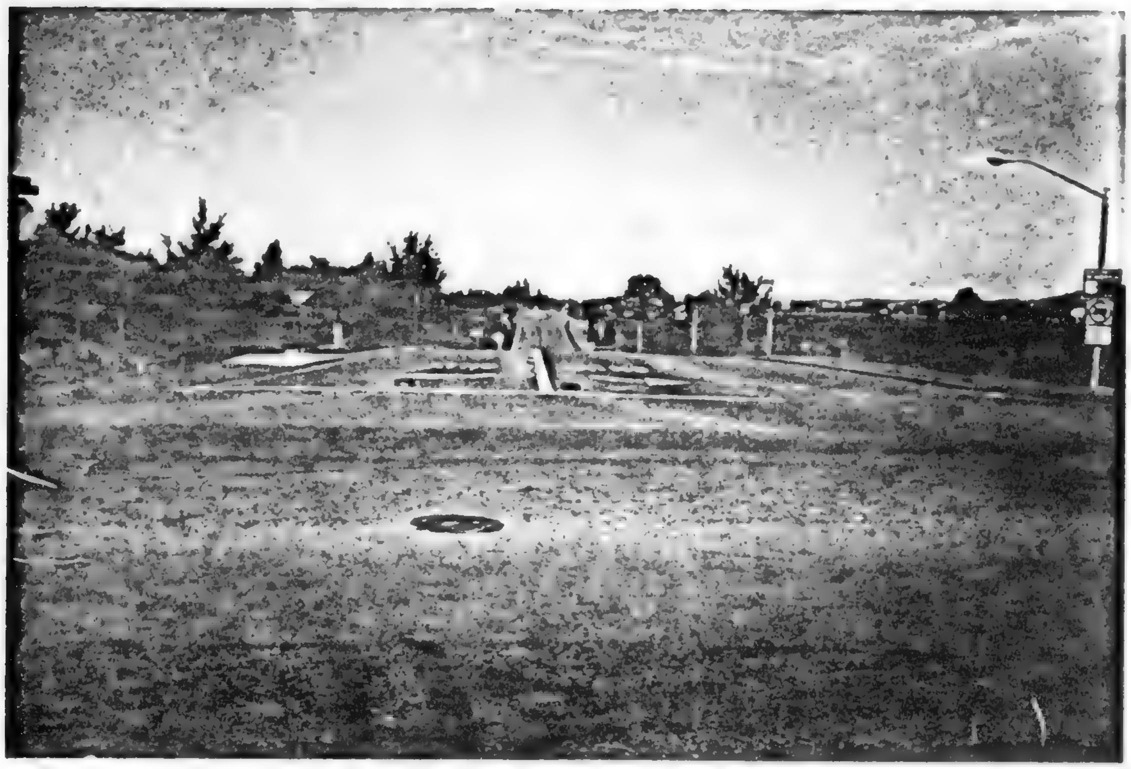
Animal
Hospital

PHOTO IDENTIFICATION MAP



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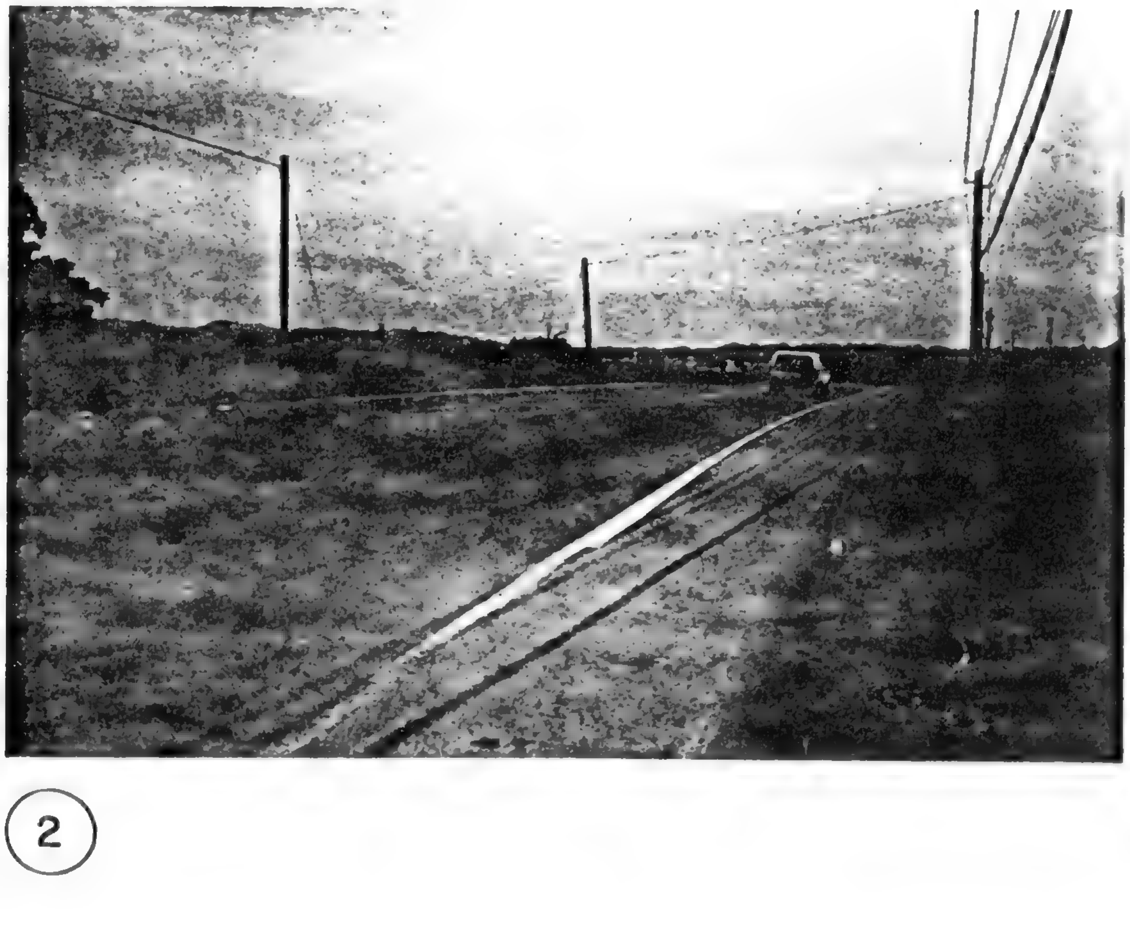

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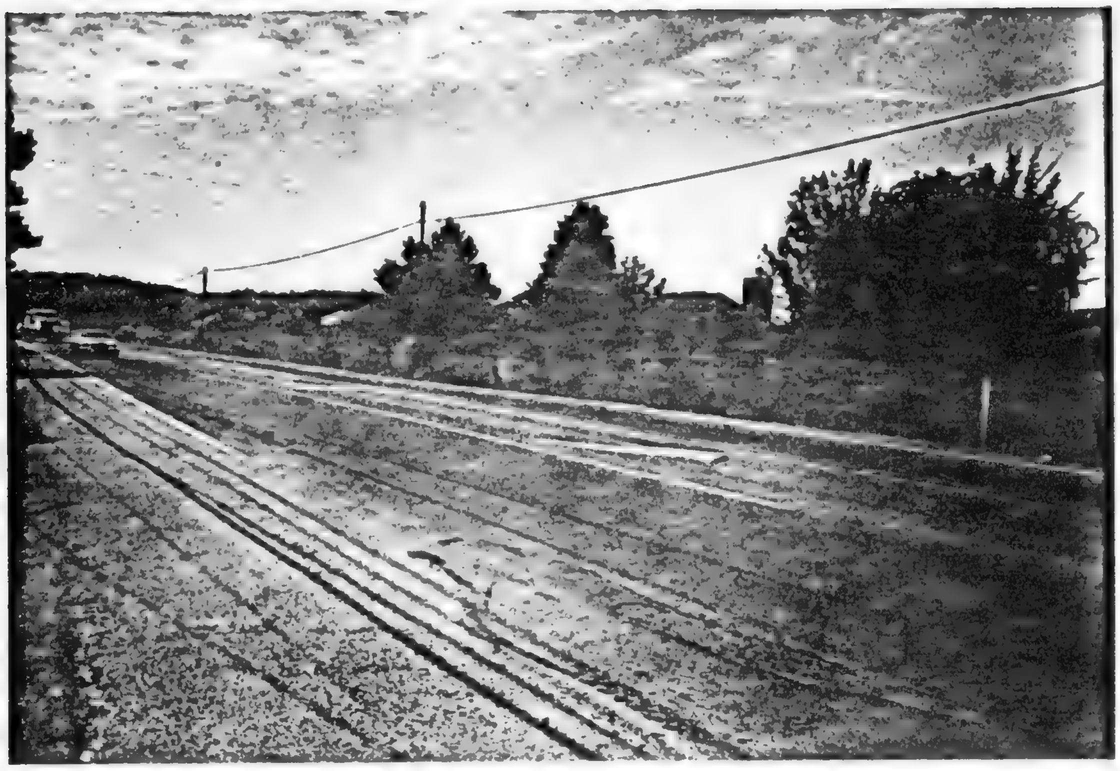

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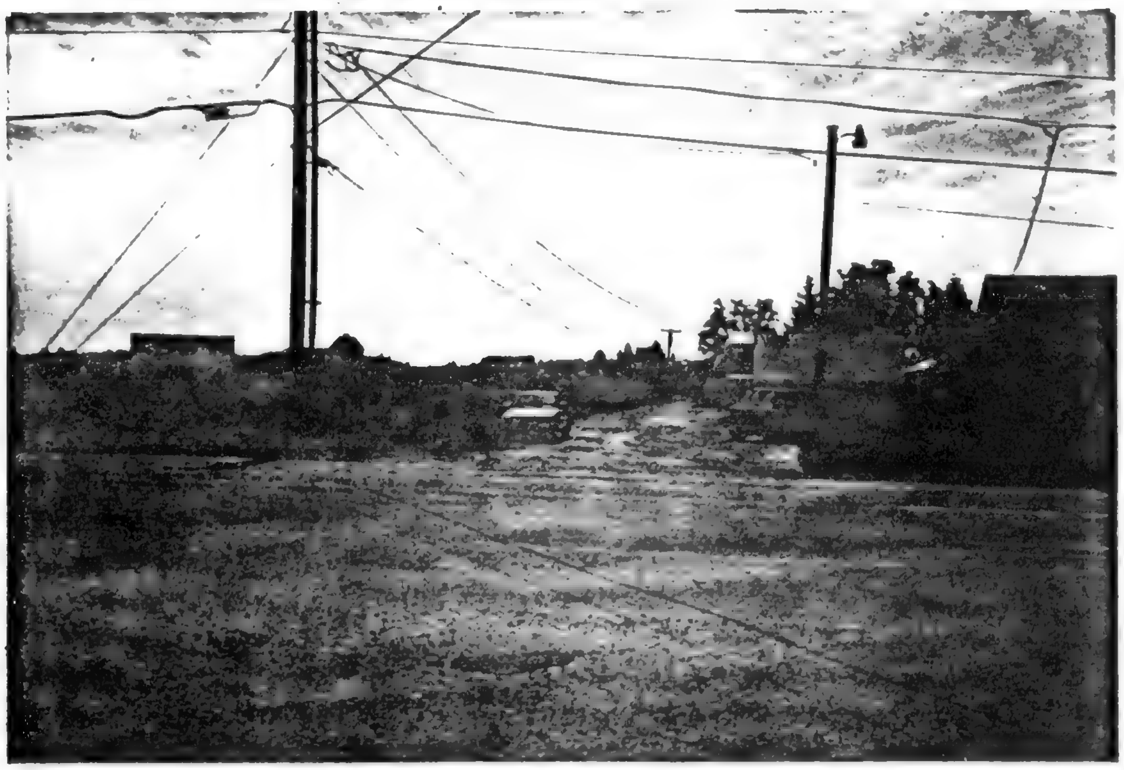

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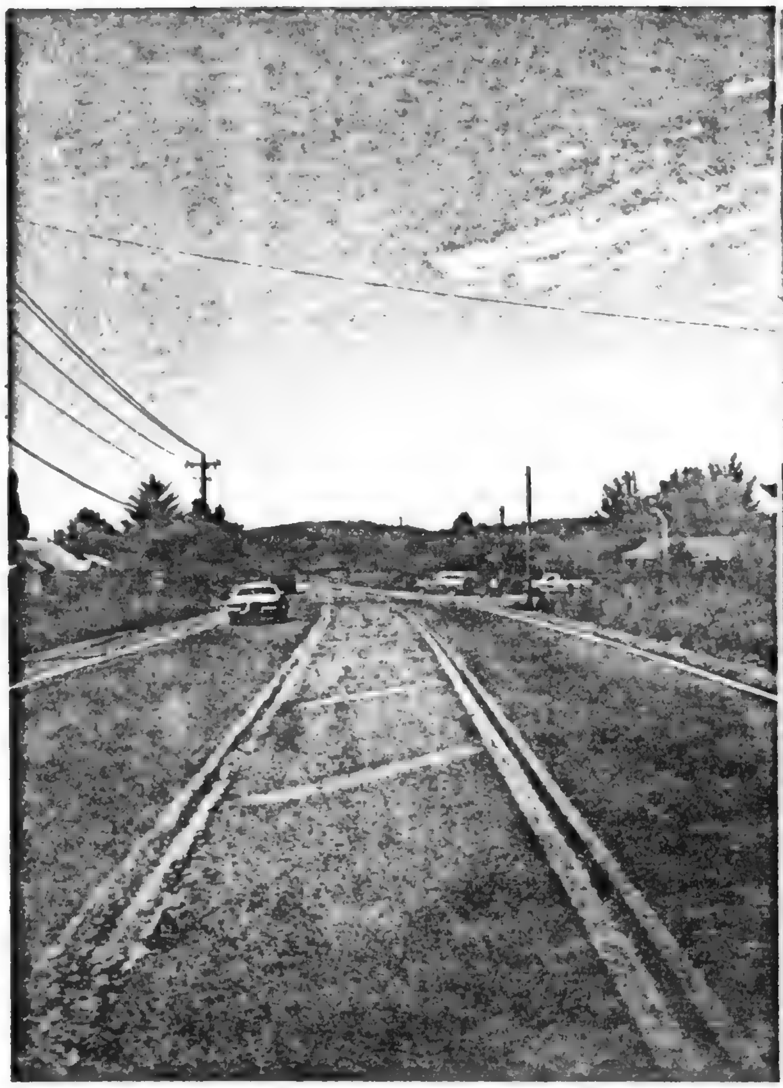

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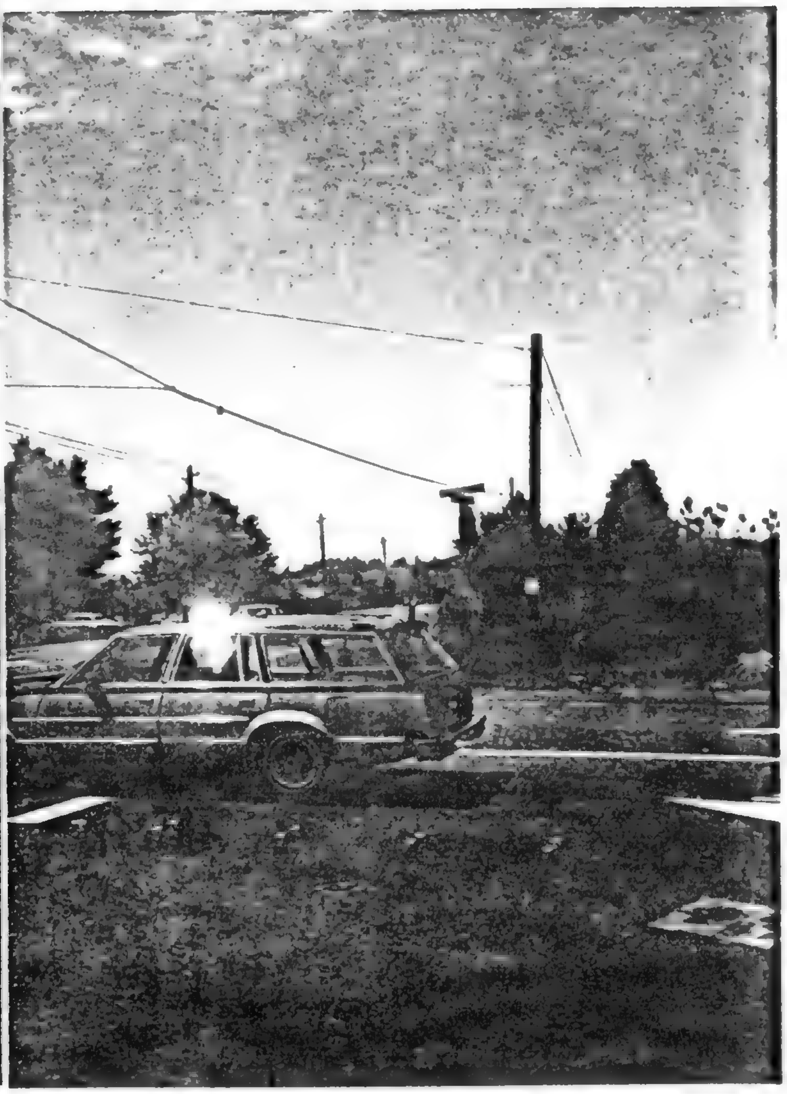

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SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Scholls Hwy. @ Sorrento Rd.
COUNTY Washington
SHEET OF
KIND OF WORK Signalization & Channelization
KEY NUMBER
LENGTH
DATE
NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	No Roadwork for this Project					
	Signalization*					70,000
	*cost given by Alan Troyer, Signals Unit					

6 (REV. 2-84)

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 8

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING June 21, 1985
HIGHWAY NAME	COUNTY
	PREFIX C371407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	98	4-29-85	6-26-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	98	4-29-85	6-26-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	90	4-29-85	6-26-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	98	4-29-85	6-26-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	98	4-29-85	6-26-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 5,750
SALARY—THIS WEEK +	$ 1,209
OTHER—THIS WEEK +	$ 33
TOTAL EXPENDITURES TO DATE	$ 6,992
AUTHORIZATION ÷	$ 2,000
% EXPENDED	350%

ANTICIPATED OVERRUN $ 4,000	200 %	ANTICIPATED TOTAL COSTS $6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER 2	DATE SUBMITTED 5-7-85	AMOUNT 2,000 $ ~~6,000~~

SIGNATURE
X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Writing narrative reports.

Developing cost estimates.

Making office copies of materials provided by consultant:
Utility maps, surveys and plats.

Making office copies of geology reports, utility reports, surface design reports, and cost estimates.

Developing cross sections with templates of new surface design.

Obtained field cross sections for Mt. Hood/362nd Avenue project to enable design of widening not previously identified.

RECEIVED
JUN 24 1985
LOCATION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 7

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING June 14, 1985
HIGHWAY NAME / COUNTY	EA SUB JOB 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	80	4-29-85	6-14-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	80	4-29-85	7-1-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	80	4-29-85	7-1-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	80	4-29-85	6-14-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	80	4-29-85	7-1-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 4,937
SALARY—THIS WEEK +	$ 813
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 5,750
AUTHORIZATION ÷	$ 2,000
% EXPENDED	288%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$ 4,000	200 %	$6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 6,000

SIGNATURE

x Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Writing narrative report.

Developing cost estimate.

Making office copies of materials provided by consultant: computation sheets, narrative reports, field notes, and utility maps.

Developing vicinity maps as signal information comes in.

Developing narrative reports as information from Signal Design or other units come in.

RECEIVED

JUN 17 1985

ROAD DESIGN SECTION

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DISTRIBUTION: ORIGINAL — Location Engineer
COPY— Construction Engineer
COPY— Project Manager
COPY— Originator

734-3114 (9-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 6

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING June 7, 1985
HIGHWAY NAME	COUNTY	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	75	4-29-85	6-14-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	75	4-29-85	7-1-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	70	4-29-85	7-1-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	80	4-29-85	6-14-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	70	4-29-85	7-1-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES		$ 4,166
SALARY—THIS WEEK	+	$ 771
OTHER—THIS WEEK	+	$ 0
TOTAL EXPENDITURES TO DATE		$ 4,937
AUTHORIZATION	÷	$ 2,000
% EXPENDED		247%

ANTICIPATED OVERRUN $ 4,000	200 %	ANTICIPATED TOTAL COSTS $6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 6,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Writing narrative report.

Developing cost estimate.

Making office copied of materials provided by consultant: computation sheets, narrative reports, field notes, and utilities maps.

Developing vicinity maps as signal information comes in.

Developing narrative reports as information from Signal design or other units come in.

RECEIVED
JUN 10 1985
LOCATION SECTION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Report No. 5

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)	FOR WEEK ENDING May 31, 1985

HIGHWAY NAME	COUNTY	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	70	4-29-85	6-14-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	70	4-29-85	6-14-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	70	4-29-85	6-14-85	100,000
4	Canyon @ S.W. 91st. Ave	-	All	0	100	70	4-29-85	6-14-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	70	4-29-85	6-14-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 3,783 *
SALARY—THIS WEEK +	$ 383
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 4,166
AUTHORIZATION ÷	$ 2,000
% EXPENDED	208%

ANTICIPATED OVERRUN $ 4,000	200%	ANTICIPATED TOTAL COSTS $6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER 2	DATE SUBMITTED 5-7-85	AMOUNT $ 6,000

SIGNATURE
X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Writing narrative report.

Developing cost estimate.

* Adjusted per April 1985 Report of Survey Prefixes plus expenditures todate.

RECEIVED
JUN 3 1985
LOCATION SECTION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

STATE OF OREGON
HIGHWAY DIVISION - TRAFFIC SECTION

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: May 30, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Scholls Highway at Sorrento Road M.P. 8.05

A project has been requested to install a traffic signal at the subject intersection.

Construction will be by contract. Preliminary engineering is being performed by consultant contract. Construction engineering will be performed by state forces.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
State	Scholls Highway at Sorrento Road (Beaverton/Tigard) Washington County	$80,000	$50,000*	$10,000*	$20,000*

*NOTE: Federal funds will be limited to a "lump sum" of $50,000. All additional project costs will be shared on an equal basis by the State and the Cities of Beaverton and Tigard.

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

Attachment

RHB:dpy

APPROVED:

H S Coulter
State Highway Engineer

DATE: 6/3/85

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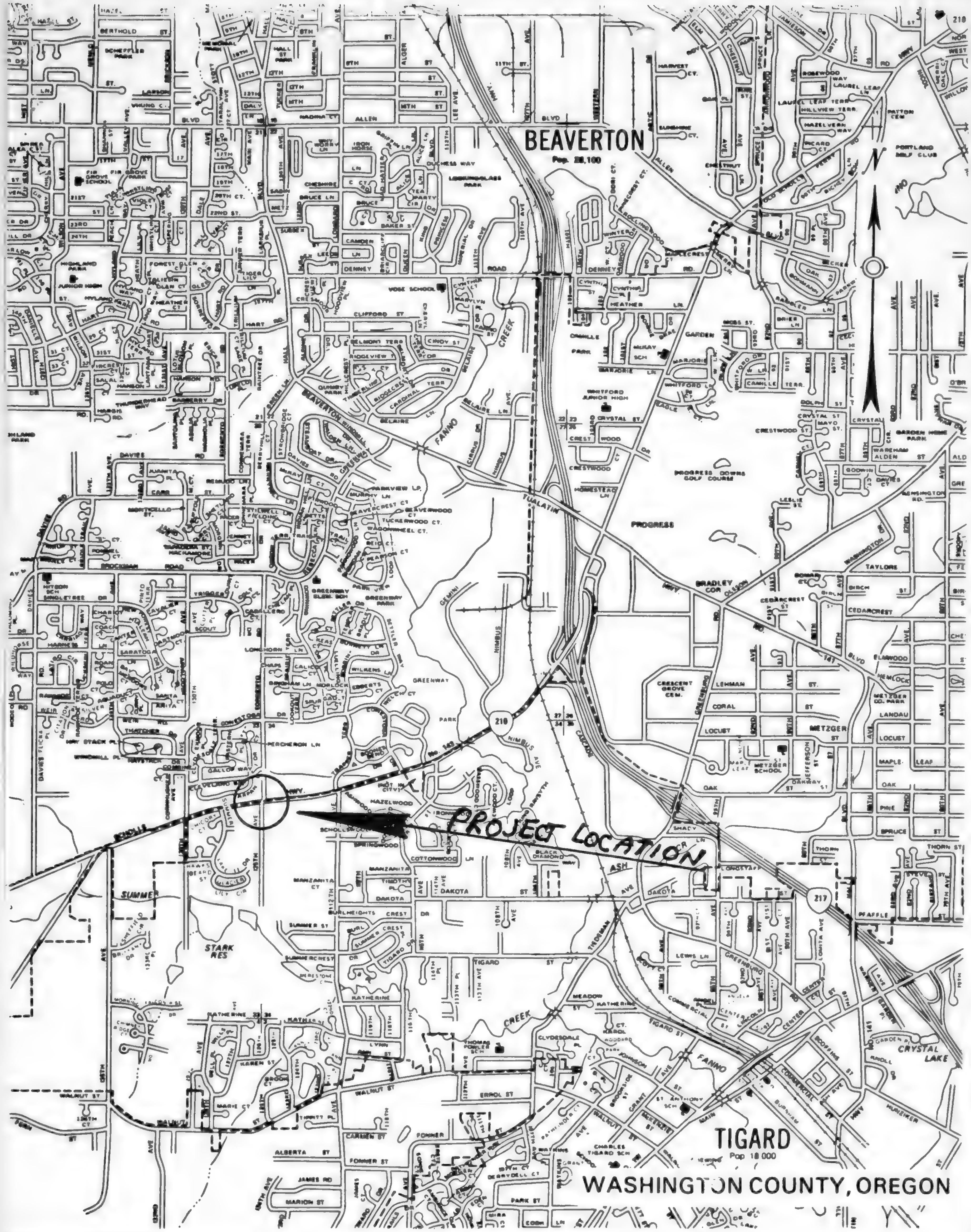
STATE HWY ENGR
JUN 3 '85
REFER TO
FOR

Info	Inves	R/D	S/R	Rlem	Act	File

81-125-1387


BEAVERTON
Pop. 28,100
PROJECT LOCATION
TIGARD
Pop 18,000
WASHINGTON COUNTY, OREGON

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 4

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING May 24, 1985
HIGHWAY NAME	COUNTY	EA SUB JOB 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE UNIT LENGTH	MILEAGE STAKED PREL.	MILEAGE STAKED LOC.	% COMPLETE FIELD	% COMPLETE OFF-ICE	SURVEY DATES STARTED	SURVEY DATES ESTIMATED COMPLETION	ESTIMATED CONSTRUCTION COST
1	Scholls Fy. @ Sorento	-	All	0	00	70	4-29-85	6-14-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	00	70	4-29-85	6-14-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	00	70	4-29-85	6-14-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	00	70	4-29-85	6-14-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	00	70	4-29-85	6-14-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 1,894
SALARY—THIS WEEK +	$ 767
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 2,661
AUTHORIZATION ÷	$ 2,000
% EXPENDED	133%

ANTICIPATED OVERRUN $ 4,000	200 %	ANTICIPATED TOTAL COSTS $6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 6,000

SIGNATURE

X Mark [illegible] FOR:

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Writing narrative report.

Developing cost estimate.

Prodding the Geology section, Surface design section, Utilities section and the Signal design section for their reports.

Sent additional information to Surface design section and to Utilities section.

Copying material for office file.

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MAY 28 1985
ROAD DESIGN SECTION
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B/U __/__/__

DISTRIBUTION: ORIGINAL — Location Engineer
COPY— Construction Engineer
COPY— Project Manager
COPY— Originator

734-3114 (9-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 3

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING May 17, 1985
HIGHWAY NAME	COUNTY	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	50	4-29-85	6-14-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	50	4-29-85	6-14-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	50	4-29-85	6-14-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	50	4-29-85	6-14-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	50	4-29-85	6-14-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 1,212
SALARY—THIS WEEK +	$ 682
OTHER—THIS WEEK +	$ 0
TOTAL EXPENDITURES TO DATE	$ 1,894
AUTHORIZATION ÷	$ 2,000
% EXPENDED	95%

ANTICIPATED OVERRUN $ 4,000	200 %	ANTICIPATED TOTAL COSTS $6,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 6,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Sent out layout maps to Traffic Analysis, Signal Section, Utility Section, Geology Section and requested reports and work be done.

Called Surface Design Unit and requested work to be done.

Began writing narrative report.

RECEIVED
MAY 20 1985
LOCATION SECTION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

HIGHWAY DIVISION

Report No. 2

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING May 10, 1985
HIGHWAY NAME	COUNTY	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	50	4-29-85	6-14-85*	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	50	4-29-85	6-14-85*	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	50	4-29-85	6-14-85*	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	50	4-29-85	6-14-85*	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	50	4-29-85	6-14-85*	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 469	ANTICIPATED OVERRUN $ 4,000	200%	ANTICIPATED TOTAL COSTS $6,000
SALARY—THIS WEEK +	$ 717			
OTHER—THIS WEEK +	$ 26			
TOTAL EXPENDITURES TO DATE	$ 1,212			
AUTHORIZATION ÷	$ 2,000			
% EXPENDED	61%			

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
2	5-7-85	$ 6,000

SIGNATURE

X Bob Schalk

NAME OF PROJECT MANAGER

Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

* Review of projects on May 6, 1985 by Curt Duval, Tom Schwab, and Ron Failmezger.

Mark Beeson and Paul Morin reveals roadwork and Right-of-Way requirements that were previously not anticipated.

Adjusting vicinity maps to show suggested changes.

RECEIVED

MAY 13 1985

LOCATION

SECTION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

May 9-85

Tigard / Beaverton
Washington

Title II

Sorrento Rd @ Scholls Hwy

Sent to Cabine March 29-84
hold for lack of funds

Send to Bladorn

Request of Wayne Schulte

[illegible] 24, [illegible]
April 17, 1985
[illegible]

Schulte says Cities of Tigard & Beaverton will finance project over/above eligible Title II - project appears on "Schedule of Contract Lettings" for October 24/85 letting (dated May 85) project # 13 = $ 30,000 —

5-a 7-6-1
[illegible]

May 1, 1985

City of Beaverton
City Hall
Beaverton, OR 97005

AGR 4-1

Attention: Nancy Wilcox
City Recorder

City of Tigard
City Hall
Tigard, OR 97223

MISC. CONTRACTS and
AGREEMENTS No.______

Attention: Loreen R. Wilson
Deputy City Recorder

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering the design and installation of traffic control equipment on Scholls Highway at Sorrento Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records.

Agreement with City of Beaverton and City of Tigard to design and install traffic control equipment on Scholls Highway at Sorrento Road. State's participation is limited to $50,000 H.E.S. funds, while the two cities will pay their share or any amount over $150,000 total.

Dated this 29 day of April, 1985

Anthony Yturri

Anthony Yturri, Chairman
OREGON TRANSPORTATION COMMISSION

APPROVED
S Corlett
STATE HIGHWAY ENGINEER
Date 4-25-85

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Report No. 1

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)		FOR WEEK ENDING May 3, 1985
HIGHWAY NAME	COUNTY	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Fy. @ Sorento	-	All	0	100	50	4-29-85	5-17-85	83,000
2	Boones Fy. @ Bridgeport	-	All	0	100	50	4-29-85	5-17-85	98,000
3	Mt. Hood @ 362nd Ave.	-	All	0	100	50	4-29-85	5-17-85	100,000
4	Canyon @ S.W. 91st. Ave.	-	All	0	100	50	4-29-85	5-17-85	90,000
5	Hall Blvd. @ Oak St.	0.1	0.1	0	100	50	4-29-85	5-17-85	167,000
6									
	TOTAL								538,000

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES		$ 0
SALARY—THIS WEEK	+	$ 469
OTHER—THIS WEEK	+	$ 0
TOTAL EXPENDITURES TO DATE		$ 469
AUTHORIZATION	÷	$ 2,000
% EXPENDED		23%

ANTICIPATED OVERRUN $ 0	0 %	ANTICIPATED TOTAL COSTS $2,000

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT $

SIGNATURE

X Mark Beeson FOR:

NAME OF PROJECT MANAGER
Bob Schalk, Project Manager

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

Drawing on vicinity maps improvements needed for channelization of intersections.

Gathering information for vicinity maps.

RECEIVED
MAY 07 1985
LOCATION SECTION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Project Manager
COPY — Originator

734-3114 (5-84)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT (METRO)

FOR WEEK ENDING MARCH 8, 1985

HIGHWAY NAME

COUNTY WASHINGTON CLACKAMAS

PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	SCHOLLS HWY. @ SORENTO RD.	Intx			100	95	1/16/85	3/23/85	
2	BEAVERTON-TUALATIN HWY. @ BRIDGEPORT RD.	Intx + 2000'			100	95	1/30/85	3/23/85	
3	MT. HOOD HWY @ 362nd Ave	Intx			100	95	1/18/85	3/23/85	
4	TUALATIN VALLEY HWY @ SW 91st	Intx			100	95	1/17/85	3/23/85	
5	BEAVERTON-TUALATIN HWY @ S.W. Oak	Intx + 2000			100	95	1/22/85	3/23/85	
6									
	TOTAL								

CONSULTANT (904)

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 24,974.00
SALARY—THIS WEEK +	$ 341.00
OTHER—THIS WEEK +	$ —
TOTAL EXPENDITURES TO DATE	$ 25,315.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	112%

ANTICIPATED OVERRUN $ %

ANTICIPATED TOTAL COSTS

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE x David L. Liden

NAME OF PROJECT MANAGER DAVID L. LIDEN.

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. Assembly of photo's and narrative remaining
2. " " " " " "
3. " " " " " "
4. " " " " " "
5. " " " " " "

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT

FOR WEEK ENDING: MARCH 1, 1985

HIGHWAY NAME:

COUNTY: WASHINGTON CLACKAMAS

PREFIX: 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	SCHOLLS HWY @ SORENTO RD	Intx.			100	95	1/16/85	3/23/85	
2	BEAVERTON-TUALATIN HWY @ BRIDGEPORT RD.	Intx + 2000'			100	95	1/30/85	3/23/85	
3	MT. HOOD HWY. @ 362nd Ave.	Intx.			100	95	1/18/85	3/23/85	
4	TUALATIN VALLEY HWY @ S.W. 91ST	Intx.			100	95	1/17/85	3/23/85	
5	BEAVERTON-TUALATIN HWY @ S.W. Oak	Intx + 2000'			100	50	1/22/85	3/23/85	
6									
	TOTAL								

CONSULTANTS (904)

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 22,857.00
SALARY—THIS WEEK +	$ 2,117.00
OTHER—THIS WEEK +	$ —
TOTAL EXPENDITURES TO DATE	$ 24,974.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	110%

ANTICIPATED OVERRUN $ %

ANTICIPATED TOTAL COSTS

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE: X David L. Liden

NAME OF PROJECT MANAGER: DAVID L. LIDEN.

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

FIELD WORK & DRAFTING COMPLETE, DRAFT OF SUMMARY REPORT COMPLETE, PHOTO'S TAKEN.

2. DRAFTING & FIELD WORK COMPLETE, X-SECTIONS PLOTTED & PROFILE AND NARRATIVE REMAINING

FIELD WORK & DRAFTING COMPLETE. - NARRATIVE REMAINING.

FIELD WORK & DRAFTING COMPLETE - NARRATIVE REMAINING.

5. FIELD WORK & DRAFTING COMPLETE ON 1" = 20' VICINITY MAP.
FIELD WORK & 10% DRAFTING COMPLETE ON 1" = 50' Detail MAP.
DRAFT OF ~~[illegible]~~ NARRATIVE COMPLETE - X-SECTIONS PLOTTED.

RECEIVED
MAR 7 1985
LOCATION

DISTRIBUTION ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT	FOR WEEK ENDING FEB. 22, 1985
HIGHWAY NAME	COUNTY WASHINGTON CLACKAMAS
	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	SCHOLLS HWY @ SORENTO RD.	INTX			100	95	1/16/85	3/23/85	
2	BEAVERTON-TUALATIN HWY. @ BRIDGEPORT RD.	INTX + 2000'			100	75	1/30/85	3/23/85	
3	MT. HOOD HWY @ 362nd AVE	INTX			100	95	1/18/85	3/23/85	
4	TUALATIN VALLEY HWY @ S.W. 91ST	INTX			100	95	1/17/85	3/23/85	
5	BEAVERTON-TUALATIN HWY @ S.W. OAK.	INTX + 2000'			100	50	1/22/85	3/23/85	
6									
	TOTAL								

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 22,011.00
SALARY—THIS WEEK +	$ 826.00
OTHER—THIS WEEK +	$ 20.00
TOTAL EXPENDITURES TO DATE	$ 22,857.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	101%

ANTICIPATED OVERRUN		ANTICIPATED TOTAL COSTS
$	%	

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X David L. Liden

NAME OF PROJECT MANAGER

DAVID L. LIDEN.

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. FIELD WORK & DRAFTING COMPLETE, DRAFT OF SUMMARY REPORT COMPLETE, PHOTO'S TAKEN.

2. FIELD WORK COMPLETE, 1"=20' vicinity map complete, 1"=50' detail map 75% complete.

RECEIVED
FEB 28 1985
LOCATION SECTION

3. FIELD WORK & DRAFTING COMPLETE

4. FIELD WORK & DRAFTING COMPLETE

5. ~~3~~ FIELD WORK COMPLETE, 1"=20' vicinity map complete, 1"=50' detail map 10% complete.

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME TRAFFIC SIGNALS BY CONSULTANT	FOR WEEK ENDING FEB. 15, 1985
HIGHWAY NAME	COUNTY WASHINGTON CLACKAMAS
	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	SCHOLLS HWY @ SCRENTO RD.	INTX			100	95	1/16/85	3-23-85	
2	BEAVERTON-TUALATIN HWY @ BRIDGEPORT RD.	INTX + 2000'			100	20	1/30/85		
3	MT. HOOD HWY @ 362nd AVE	INTX.			100	85	1/18/85		
4	TUALATIN VALLEY HWY @ S.W. 91ST	INTX.			100	85	1/17/85		
5	BEAVERTON-TUALATIN HWY @ S.W. OAK AVE.	INTX + 2000'			100	50	1/21/85	3-23-85	
6									
	TOTAL								

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 16,306.00
SALARY—THIS WEEK +	$ 5,665.00
OTHER—THIS WEEK +	$ 40.00
TOTAL EXPENDITURES TO DATE	$ 22,011.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	97%

ANTICIPATED OVERRUN $ %

ANTICIPATED TOTAL COSTS

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE X David L. Liden

NAME OF PROJECT MANAGER DAVID L. LIDEN.

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. Print of map delivered to Bob Fantz for review and written narrative completed.
2. FIELD WORK COMPLETED. BEGAN PLOT OF INTX.
3. COMPLETED FIELD WORK, PLOTTED + HAVE 85% DRAFTING COMPLETED
4. DRAFTING COMPLETED.
5. INTERSECTION PLOTTED + DRAFTING 50% COMPLETE

RECEIVED
FEB 25 1985
LOCATION
SECTION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME Traffic Signals by Consultant (Metro)

HIGHWAY NAME

COUNTY WASHINGTON CLACKAMAS

FOR WEEK ENDING Feb. 8, 1985

PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFF-ICE	STARTED	ESTIMATED COMPLETION	
1	SCHOLLS Hwy @ Sorento Rd	INTX			100	90		4-1-85	
2	Beaverton-Tualatin Hwy @ Bridgeport Rd.	INTX + 2000'			50	5			
3	MT. HOOD Hwy @ 362nd Ave.	INTX.			90			(?)	
4	TUALATIN VALLEY HWY @ S.W. 91st	INTX			100	40			
5	BEAVERTON-TUALATIN HWY @ S.W. Oak.	INTX + 2000'			100	15		4-1-85	
6									
	TOTAL								

Consultants (904)

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 12,750.00
SALARY—THIS WEEK +	$ 3,536.00
OTHER—THIS WEEK +	$ 20.00
TOTAL EXPENDITURES TO DATE	$ 16,306.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	72%

ANTICIPATED OVERRUN $ | %

ANTICIPATED TOTAL COSTS

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE X David L. Liden

NAME OF PROJECT MANAGER DAVID L. LIDEN

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. DRAFTING COMPLETE - WILL SUBMIT FOR REVIEW 2/12/85
2. HAVING SOME DIFFICULTY WITH STREET ALIGNMENT. WE HAVE DECIDED TO HOLD MEAN OF EXISTING MONUMENTATION.
3. NO WORK THIS WEEK
4. PLOTTED THIS WEEK, BEGIN DRAFTING.
5. BEGAN PLOTING INTX @ 1"=20'

RECEIVED
FEB 14 1985
LOCATION SECTION

DISTRIBUTION ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME: TRAFFIC SIGNALS BY CONSULTANT (METRO)

FOR WEEK ENDING: FEB 1, 1985

HIGHWAY NAME:

COUNTY: WASHINGTON CLACKAMAS

PREFIX: 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE: UNIT LENGTH	MILEAGE: STAKED PREL.	MILEAGE: STAKED LOC.	% COMPLETE: FIELD	% COMPLETE: OFF-ICE	SURVEY DATES: STARTED	SURVEY DATES: ESTIMATED COMPLETION	ESTIMATED CONSTRUCTION COST
1	SCHOLLS HWY @ SORENTO RD.	INTX.			100	50	1/16/85	4/12/85	
2	BEAVERTON-TUALATIN HWY @ BRIDGEPORT RD.	INTX + 2000'			20	5	1/30/85	4/12/85	
3	MT HOOD HWY @ 362ND AVE.	INTX			90	10	1/18/85	4/12/85	
4	TUALATIN VALLEY HWY @ S.W. 91ST	INTX			100	5	1/17/85	4/12/85	
5	BEAVERTON-TUALATIN HWY @ S.W. OAK.	INTX + 2000'			100	5	1/21/85	4/12/85	
6									
	TOTAL						▨	▨	

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 7,788.00
SALARY—THIS WEEK +	$ 4,932.00
OTHER—THIS WEEK +	$ 30.00
TOTAL EXPENDITURES TO DATE	$ 12,750.00
AUTHORIZATION ÷	$ 22,650.00
% EXPENDED	56%

ANTICIPATED OVERRUN $ %

ANTICIPATED TOTAL COSTS

SUPPLEMENTAL AUTHORITY FOR SURVEY

NUMBER	DATE SUBMITTED	AMOUNT
		$

SIGNATURE

X David L. Liden

NAME OF PROJECT MANAGER: DAVID L. LIDEN.

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. SCHOLLS HWY @ SORENTO RD — PLOTTING COMPLETE, BEGIN DRAFT 2/4/85
2. BEAVERTON-TUALATIN HWY @ BRIDGEPORT — FIELD WORK 20% COMPLETE
3. MT HOOD HWY @ 362ND — FIELD WORK 90% COMPLETE
4. TUALATIN VALLEY HWY @ S.W. 91ST AVE — NO WORK THIS WEEK.
5. BEAVERTON-TUALATIN HWY — FIELD WORK COMPLETE. @ S.W. OAK

NOTE: WE HAVE COMPLETED CONTACT WITH ALL UTILITY CO.'S AND HAVE GATHERED 95% OF THE DATA ON ALL INTERSECTIONS AND ROADS

DISTRIBUTION ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

RECEIVED
FEB 11 1985
LOCATION SECTION

PROJECT MANAGER'S WEEKLY REPORT FOR SURVEYS

Highway Division

PROJECT NAME Traffic Signals by Consultant (Metro)		FOR WEEK ENDING Jan. 18, 1985
HIGHWAY NAME	COUNTY Washington Clackamas	PREFIX 37-1407

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL.	STAKED LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1	Scholls Hwy @ Sorento Rd.	Intx.			85	5	1/16/85	4/12/85	
2	Beaverton-Tualatin Hwy @ Bridgeport Rd.	Intx + 2000'			0	0	—	4/12/85	
3	Mt. Hood Hwy @ 362nd Ave	Intx.			30	5	1/18/85	4/12/85	
4	Tualatin Valley Hwy @ S.W. 91st Ave	Intx.			65	5	1/17/85	4/12/85	
5	Beaverton-Tualatin Hwy @ S.W. Oak	Intx + 2000'			0	0	—		
6									
	TOTAL								

Consultants 904 # 22,650

FUNDING STATUS (~~901~~)

PREVIOUS TOTAL EXPENDITURES	$ 0	ANTICIPATED OVERRUN $ 0 %	ANTICIPATED TOTAL COSTS 22,650
SALARY—THIS WEEK +	$ 3718.00 est.	SUPPLEMENTAL AUTHORITY FOR SURVEY	
OTHER—THIS WEEK +	$ 20.00	NUMBER / DATE SUBMITTED	AMOUNT $
TOTAL EXPENDITURES TO DATE	$ 3738.00	SIGNATURE	
AUTHORIZATION ÷	$ 22,650.00	X David L. Liden	
% EXPENDED	16.5%	NAME OF PROJECT MANAGER David L. Liden	

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

1. Scholls Hwy @ Sorento Rd. — Initial Field survey complete. Field check after plotting remains. No note reduction or drafting ~~complete~~ started.
2. Beaverton-Tualatin Hwy. @ Bridgeport Road — No work started.
3. Mt. Hood Hwy @ 362nd — 5 Hrs field work — locate & Tie R/W.
4. T.V. Hwy. @ S.W. 91st Ave — Field work 65% complete. No note reduction or drafting started.
5. Beaverton-Tualatin Hwy @ S.W. Oak — No work started

RECEIVED
JAN 24 1985
LOCATION SECTION

DISTRIBUTION: ORIGINAL — Location Engineer
COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

734-3114 (1-82)

USE REVERSE IF MORE SPACE REQUIRED

Tra 7-6-1
Beaverton

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Traffic Signals by Consultant (Metro)

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 37-1407

DATE: 12/17/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		
904 CONSULTANT		22,650	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		2,500
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		7,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		15,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,000	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 60,450

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION $

FEDERAL AID PROJECT NUMBER

ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

Combination of the following five projects:
1) Scholls Highway @ Sorento Road (Beaverton)
2) Beaverton - Tualatin Highway @ SW Bridgeport Road (Durham)
3) Mt. Hood Highway @ 362nd Avenue (Sandy)
4) Tualatin Valley Highway @ SW 91st Avenue (Washington County)
5) Beaverton - Tualatin Highway @ SW Oak (Washington County)

This replaces prefixes 3-1949, 34-1964 & 134-1926.

PREPARED BY Kit Leshk Cost & Records	DATE 12/17/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/20/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 12/17/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS Wash. Co.
PART 4 — SURVEY AUTHORITY 80-44

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02087

SECTION: Scholls Highway @ Sorrento Road

REGION: Metro Region

Hwy # 143 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX

DATE 4-30-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		700
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		300	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		11,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 21,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

On H.I.D.

PREPARED BY	DATE 3-27-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/14/84
RECOMMENDED, REGION ENGINEER X	DATE 3/29/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5/10/84
RECOMMENDED, LOCATION ENGINEER X Frank E. Perpin	DATE 5/10/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

80-44

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02087

SECTION Scholls Hwy. @ Sorrento Road

REGION Metro Region

STATE HIGHWAY # 143	HIGHWAY NAME Scholls	MILE POST FROM 8.0 TO	LENGTH 0
☐ URBAN ☐ RURAL	CITY Beaverton	COUNTY Washington	ROAD/STREET NAME
ROUTE # 210	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$	GRADING (✓)		FILES (#)	0
RIGHT OF WAY	$ -	PAVING (✓)		ACRES (#)	
ROADWAY	$	STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$	SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ 83	SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ -	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 5			RIGHT OF WAY DESCRIPTIONS (S,C,A)	-
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	-
40% ENGINEERING & CONTINGENCIES	$ included	DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$ 88	WORK TYPE (1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / 85	RECOMMENDED FUNDING SOURCE FA	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)	0	1-5 Phase
BIKE PATH (Y N)		
AVERAGE DAILY TRAFFIC	16,400	23,000
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

The traffic volume on Scholls Highway through this intersection is exceeding 16,000 vehicles on an average weekday and approaching 1000 per hour in the peak direction. Few gaps are available to allow safe entry onto Scholls Highway.

PROPOSED SOLUTION

Install a 5-phase traffic signal at the intersection of Sorrento Road. Channelization for left turns from Scholls Highway was constructed by the City of Beaverton in late 1980.

REQUESTED, REGION ENGINEER X	DATE 3/29/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

80-44

SEE INSTRUCTIONS ON REVERSE

KEY ID #	02087
SECTION	Scholls Hwy. @ Sorrento Road
REGION	Metro Region

PROJECT JUSTIFICATION

Few gaps are available in the Scholls Highway traffic to allow safe entry of vehicles from Sorrento Road. A traffic signal installation will improve the safety of access onto Scholls Highway, however, level of service on Scholls will decrease to a service level "D" for existing traffic.

Planned development on the south side of Scholls will further decrease safety if no improvement is made. Investigation of this location in 1982 shows a warrant for "Interruption of Continuous Traffic" is met at this location. The signal installation was placed on the "Statewide Traffic Signal Priority List" in February 1982.

Minor widening may be required to provide adequate taper through this section.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

80-44

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02087

SECTION Scholls Highway @ Sorrento Road

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N ~~S~~	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N ~~S~~	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#) 0	NEW (#) 1
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	0	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	0

COMPANIES
Portland Gen. El./ Liberty Cable T.V.
General Tele.
N.W. Nat. Gas
Beaverton City Water & Sewer
Tigard Water District.

DESIGN SPEED 40

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							12	12	12							
							12	12	12							

PROPOSED

SUGGESTED BASE DESIGN

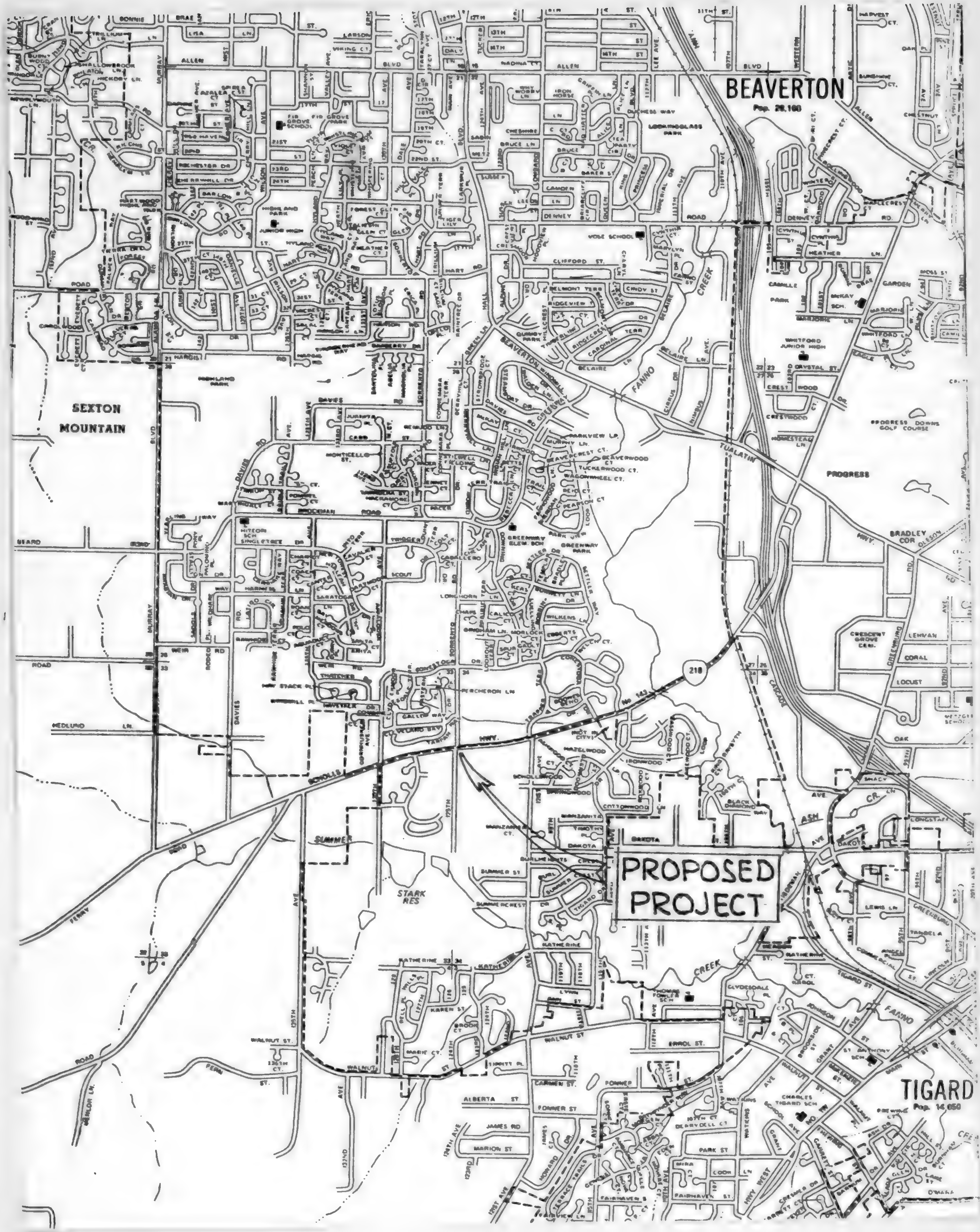
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E. Perpin
Location Engineer
Date 5/10/84

734-1912 (7-82)


BEAVERTON
Pop. 28,160
TIGARD
Pop. 14,050
SEXTON
MOUNTAIN
PROPOSED
PROJECT
PROGRESS
PROGRESS DOWNS
GOLF COURSE
BRADLEY
COR
TUALATIN
FANNO
CREEK
STARK
RES
SCHOLLS
HWY.
217
210
WHITFORD
JUNIOR HIGH
HIGHLAND
PARK
JUNIOR HIGH
GREENWAY
ELEM. SCH.
GREENWAY
PARK
CRESCENT
GROVE
CEM.
VOSE SCHOOL
CHARLES
TIGARD SCH.
ALLEN
BLVD
DENNEY
ROAD
MURRAY
BLVD
WEIR
RD
BEARD
ROAD
HEDLUND
LN.
SUMMER
WALNUT ST.
KATHERINE
FERN
ST.
HALL
BLVD
GREENBURG
RD
ASH
AVE
BEAVERTON-HILLSDALE
CASCADE
TIGARD ST.
BROCKMAN
ROAD
DAVIES
RD

LOC

80-44

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: March 29, 1984

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Scholls Hwy. @ Sorrento Road
Washington County

Here is our programming packet for installation of a five-phase traffic signal at the intersection of Scholls Highway and Sorrento Road. The project is listed in the Six Year Program as a State Fiscal Year 1985 project. The Six Year Plan identifies the funding as FA. The project is in the MSD TIP as adopted March 22, 1984 by resolution number 84-453.

The Metro Environmental Unit has identified this project as a Statewide Categorical Exclusion.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

Please request FHWA approval and obligation of funds for preliminary engineering at this time.

TAS:KLB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

Attachment

NOTED
BOB DORAN

cc. LOC
PCS

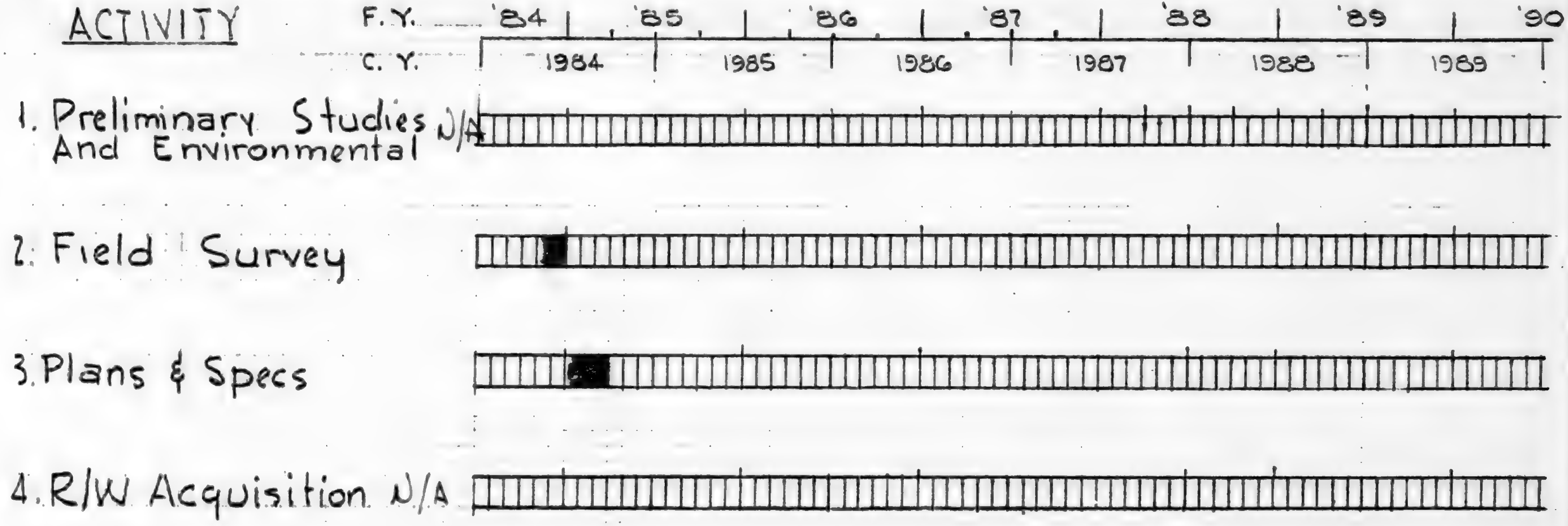
PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAR 30 1984
MAN. ASSIST. ______ PROGRAM UNIT ______ ORIG 7-24-F1
REFER TO ______ BKB
FOR ______

81-125-1307

Project Scholls Hwy @ Sorrento Rd. Work Description Signal

143 Hwy. Scholls M.P. 8.0 M.P. - Length -

County Washington Est. Const. Cost 88
($ 1,000)



Narrative : F2Q'85 Target Letting Date

TRA 7-6-1
[illegible]

Schaller [illegible]
& [illegible] Rd

DATE: March 13, 1984

TO: Oregon Transportation Commission TRA 7

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Traffic Signals, Various Highways

On the agenda for your consideration at the March 20 meeting will be a request to proceed with the selection of consultants and to undertake contracts for engineering services on selected signal projects. Attached is a list of the selected projects and the estimated cost of the consultant services for each. It is intended to contract for all signals in one region with a single consultant.

Numerous signals were added to the Six-Year Highway Improvement Program in FY 1984 and FY 1985. The construction season is upon us and our field crews will be unable to survey for the vicinity maps necessary to make signal contract plans in time to get the signal construction underway; therefore, we propose to contract for consultant services to prepare vicinity maps for the projects selected. The estimated cost for this work is $290,000.

The need for these signal installations has been identified and they should be made without delay to conform with the dates given in the Six-Year Highway Improvement Program. Funds are available from various federal highway programs.

Your approval is recommended.

Att.

FET:ge sl
Attachment

bc Fred Miller	w/att
Robert Gormsen	"
E. S. Hunter	"
W. E. Schwartz	"
R. N. Bothman	"
Section Heads	"
Region Engineers	"
George Bell	"

16,155

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

~~July 21, 1980~~ 3-31-81

IN REPLY REFER TO FILE NO.:
AGR 4

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Gail Huber
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signal equipment on the Scholls Highway at Sorrento Road in Washington County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (conf. agree. att.)

Per Bruce Taylor 3-31-81: City does not have funds for 100% of project costs. However, this intersection now meets warrants (state hwy) and later, when this moves up on traffic's priority list, this signal may be installed under the terms of a new or revised agreement.
KE Huaby
3-31-81

Requires 100% advance deposit at bid opening.

1985 Clackamas Hwy. @ Bakers 10,156
Ferry Rd. Sec. of Clackamas Hwy.
(Grading & paving)

ic cc: OSHD (D. E. Forbes)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 3/22/88	REPORT MADE BY Charles H. Snow, Cont.Admin/Maint Engr CHS		PROJECT NO. HES-74(13)
COMPLETION DATE (Actual) 6/30/86	ACCEPTANCE DATE BY CONRTACT AGENCY 1/28/87	TIME ELAPSED 100 %	CONTRACT TIME 30 Days NTL 6/30/86

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CLACKAMAS HIGHWAY AT BAKERS FERRY ROAD
CLACKAMAS HIGHWAY
Grading & Paving

This project provided for the reconstruction of the subject intersection providing left turn refuges.

The contract was awarded to Oregon Asphaltic Paving Company on December 5, 1985. Work started on June 2, 1986 and was completed on June 30, 1986 within the allotted contract time.

The total project cost was $109,790.01, an increase of 8 percent over the original project authorization. Increases occurred in asphalt concrete, class C, and construction engineering.

The asphalt concrete used on this project was accepted under the State's commercial asphaltic concrete specification even though the final quantity ran over 1000 tons.

The final inspection of the project was made on August 19, 1986.

- CHS -

RECEIVED
STATE HWY ENGR
MAR 25 '88
REFER TO
Fredrickson
FOR

W. E. SCHWARTZ

cg
3/28

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE	
TITLE Area Engineer	DATE 3/24/88	TITLE District Engineer A	DATE 3/24/88

10,156

November 18, 1987

CON 5 - 10,156

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On February 10, 1987, we wrote to you concerning release of final payment on Contract No. 10,156 awarded to Oregon Asphaltic Paving Co. for work on the Clackamas Highway at Bakers Ferry Road in Clackamas County.

Final payment on this contract was $3,147.65 and the total contract amount was $87,549.52. No work was performed under force account.

We are sorry for the delay of this information.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Oregon Asphaltic Paving Co.
P. O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,156

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-8	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County CLACKAMAS
MODIFICATION NUMBER 2	2-3-87	Project Number HES-74(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 117,146.00	$ 125,528.00
Federal funds	$ 105,431.00	$ 112,975.00
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3 RD day of FEB , 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 22, 1987

FEDERAL AID PROJECT NO. HES-74(13)

CLACKAMAS HWY. @ BAKER'S FERRY ROAD SECTION
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 16,700.00
	Total	$ 16,700.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Concrete	$ 36.60	1,200	$ 43,920.00	1,429	$ 52,301.40
			$ 43,920.00		$ 52,301.40

Increase	$ 8,381.40
Subtotal from estimate of Dec. 6, 1985	87,725.99
Subtotal	$ 96,107.39
Engineering	12,720.61
Total	$ 108,828.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 16,700.00	$ 15,030.00	$ 1,670.00
Channelization	141	108,828.00	97,945.00	10,883.00
Total		$125,528.00	$112,975.00	$12,553.00

Group 011: 100%
Prefix: C103-1953 (PE)
Prefix: C10156

CLACKAMAS HWY. @ BAKER'S FERRY ROAD SECTION
NONPARTICIPATING - STATE WORK

Single Mailbox Supports	Each	1	100.00	$ 100.00
Multiple Mailbox Supports	Each	2	200.00	400.00
Mailbox Concrete Collars	Each	2	100.00	200.00
				$ 700.00

RLC:bkb

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 12-87		County CLACKAMAS
PROJECT REPORT NUMBER		Project Number HES-74(13)
MODIFICATION NUMBER 1	12-10-85	

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 25, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 16,700.00	$ 117,146.00
Federal funds	$ 15,030.00	$ 105,431.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of DEC, 19 85

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

6-F16

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 6, 1985

FEDERAL AID PROJECT NO. HES-74(13)

CLACKAMAS HWY. @ BAKER'S FERRY ROAD SECTION
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 16,700.00
	TOTAL	$ 16,700.00

TYPE CODE SFTY
CHANNELIZATION

Mobilization	Lump Sum	All	Lump Sum	$ 3,700.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,500.00
Temporary Signs	Sq. Ft.	234	7.00	1,638.00
Temporary Barricades	Each	2	100.00	200.00
Flaggers	Hour	150	20.00	3,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,100.00
General Excavation	Cu. Yd.	316	15.00	4,740.00
Treated Base	Ton	430	27.00	11,610.00
Aggregate Shoulders	Ton	400	15.52	6,208.00
Class "C" Asphalt Concrete	Ton	1,200	36.60	43,920.00
12-inch Storm Sewer Pipe	Lin. Ft.	32	16.00	512.00
Concrete Inlets, Type G-2	Each	1	650.00	650.00
Concrete Curbs	Lin. Ft.	70	13.00	910.00
Extra for Asphalt Approaches	Each	10	200.00	2,000.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	400.00
Wood Sign Posts	Lump Sum	All	Lump Sum	350.00
Type "C" Signs in Place	Sq. Ft.	30	10.00	300.00
Type "EE" Signs in Place	Sq. Ft.	7	15.00	105.00
Type "U" Signs in Place	Sq. Ft.	58	13.00	754.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	200.00
				$ 85,797.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,500.00

EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	428.99
	$ 1,928.99

SUBTOTAL	$ 87,725.99
Engineering	12,720.01
TOTAL	$100,446.00

Length of Project -------------- 0.0 mi.

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 16,700.00	$ 15,030.00	$ 1,670.00
Channelization	100,446.00	90,401.00	10,045.00
TOTAL	$117,146.00	$105,431.00	$11,715.00

Group 011: 100%
Prefix: C103-1953 (PE)
Prefix: C10156

Appn Code: 141

CLACKAMAS HWY. @ BAKER'S FERRY ROAD SECTION
NONPARTICIPATING - STATE WORK

Single Mailbox Supports	Each	1	100.00	$ 100.00
Multiple Mailbox Supports	Each	2	200.00	400.00
Mailbox Concrete Collars	Each	2	100.00	200.00
				$ 700.00

DRH:pf

. TO BE COMPLETED BY FHWA 4-229	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon Clackamas HES-74(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Clackamas Highway @ Baker's Ferry Road Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT $ 16,700.00	FEDERAL FUNDS $ 15,030.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 25 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon April 11, 1985

Federal-Aid Project No. HES-74(13)

Clackamas Hwy. @ Baker's Ferry Rd. Sec.
Clackamas Highway
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 16,700.00
		Total	16,700.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,700.00	$ 15,030.00	$ 1,670.00
Retain in Program			
Construct Channelization	56,000.00	50,400.00	5,600.00
Total	$ 72,700.00	$ 65,430.00	$ 7,270.00

Group 1 100%
Prefix: 103-1953

DDB:bkb

10,156

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10156

TO: Commission Services

DATE: January 28, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10156 , On Site Work Substantially Completed June 30, 1986

All Work Completed October 14, 1986

Project Clackamas Highway at Bakers Ferry Road

Highway Clackamas

County Clackamas

Type of Work Grading and Paving

Contractor Oregon Asphaltic Paving Company

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-10-87 - Surety letter written.

on Feb 6

RECEIVED
FEB -4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) SE 97th Ave - SE 122nd Ave (Unit 2)		WEEK ENDING December 13, 1986
		CONTRACT NO C10157
HIGHWAY FAU 9718 (Sunnyside Road)	COUNTY Clackamas	F A PROJECT NO IX-9718(10)
CONTRACTOR Bonstan Consgruction Co	KIND OF WORK Grading, Paving, Signals	DATE OF AWARD December 19, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 1,348,988.62	AUTHORIZATION	$ 103,271.86	FIRST NOTIFICATION DATE January 28, 1986
		COST THIS WEEK	$ -0-	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST	$ 1,236,609.78	TOTAL TO DATE	$ 150,000.00	
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN	9 %	PERCENT OF AUTHORIZATION	145 %	SECOND NOTIFICATION DATE AND October 1, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	9-30-86	286	287	100	No

ESTIMATED SEMIFINAL SUBMITTAL DATE: December 10, 1986

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	41,450 CY	26,000 TN	8,700 TN			
EST. CORRECTED QUANTITIES	29,042 CY	27,451 TN	9,111 TN			
EST. PERFORMED TO DATE	29,042 CY	27,451 TN	9,111 TN			
PERCENT PERFORMED TO DATE	100	100	100	100		

ACTIVITIES THIS WEEK:

Project work complete - semi-final submitted - FINAL REPORT

CE
CONE
OE
CA
CAM
SEO
RECEIVED
DEC 15 1986
CONSTRUCTION SECTION
SPC
CA CC
FE CP
DOC

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

RECEIVED
DEC 23 1986
BRIDGE SECTION

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Gary Kennen Gary Kennen

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,156

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5
10156

DATE: July 15, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-74(13)

Contract 10156, Work Completed June 30, 1986

Project Clackamas Highway at Bakers Ferry Road

Highway Clackamas

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 19, 1986

C.F. Christianson
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 8 '86
REFER TO
FOR
Info Inves R/D D/R Sign

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

RULIEN

CPC/FL4

RECEIVED
JUL 16 1986
OREGON DIVISION

Form 734-3122

January 8, 1986

CON 5 - 10,156

Oregon Asphaltic Paving Co.
11760 N. E. Glisan
P. O. Box 16537
Portland, OR 97216

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,156 for work on the Clackamas Highway at Bakers Ferry Road in Clackamas County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Gary Kennen

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

Phone: 252-1497 11760 N.E. Glisan P.O. Box 16537 Portland, Oregon 97216

November 25, 1985

Mr. Robert Gormsen
Office of Commission Services
Room 121, State Transportation Bldg.
Salem, Oregon 97310

Subject: Minority Business Enterprise (MBE) Goals
Clackamas Hwy. at Bakers Ferry Road Section, No. HES-74(13)

Dear Mr. Gormsen:

The following is a breakdown of the Minority Business Enterprises we intend to use on the above project.

Butler Development Co., (DBE), 6204 N. E. Hwy. 99, Suite "L", Vancouver, WA 98665:

1.	Mobilization	Lump Sum		250.00
18.	Removal of Existing Sign Installations	"		170.00
19.	Wood Sign Posts	"		285.00
20.	Type "C" Signs in place	30 Sq.Ft.	9.50	285.00
21.	Type "EE" Signs in place	7 Sq. Ft.	12.50	87.50
22.	Type "U" Signs in place	58 Sq. Ft.	12.50	725.00
23.	Remove & Reinstall existing signs	Lump Sum		125.00
		Butler Total		$ 1,927.50

Butler Development Co. total is 2.2% (1,927.50 ÷ 86,497 = 2.2%). DBE requirement for this project is only 2%.

We plan on using Fletcher Trucking, Inc., 1123 N. E. 238th Drive, Troutdale, OR 97060 for WBE requirements. Their total for trucking will be at least $1,900.00 which is 2.1% (1,900.00 ÷ 86,497 = 2.1%). WBE requirements for this project is only 2%.

We hope the above meets with your approval. If you have any questions, please call. Thank you.

very truly yours,

OREGON ASPHALTIC PAVING CO.

Bob Quesinberry

Bob Quesinberry
Chief Estimator

RECEIVED
NOV 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BQ/lr

cc Thomas Jones

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-74(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50225

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
NOV 20 '85
REFER TO
FOR

7. DATE AUTHORIZATION EFFECTIVE October 29, 1985

8. FEDERAL ROUTE NUMBER Primary 74

9. STATE ROUTE NUMBER Secondary 171

10. GENERAL LOCATION:

Clackamas Highway at Baker's Ferry Road Section

11. GENERAL DESCRIPTION OF WORK

Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your revised "PS&E" Estimate dated 10/21/85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 10/29/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $94,957; Federal funds $85,461.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 11/18/85

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE FOR DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TRA 7-8

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-74(13)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
50225

6. TO
Mr. H. S. Coulter
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
APR 19 1985

8. FEDERAL ROUTE NUMBER
Primary 74

9. STATE ROUTE NUMBER
Secondary 171

10. GENERAL LOCATION:
Clackamas Highway at Baker's Ferry Road Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
** ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

** Including archeological salvage and utility preparatory work TEC $16,700; Federal funds $15,030.

13. REMARKS

As requested by Mr. Potter's PEA dated 4-8-85.

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR

14. DATE
4/24/85

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

Tra 7-8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 8, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50225
Project No. HES-74(13)
Clackamas Highway
Clackamas County

Attached data consists of PR-1 forms with narrative, Safety-Priority Index System, collision diagram, photos, and 3 sketch maps.

I request authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $16,700.00 with an obligation of $15,030.00 in federal funds.

DDB:bkb
Attachments
cc: (w/attachments)
L.E. George
E.L Hardt, Metro
General Files

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

CLACKAMAS Co.
85-3

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02866

SECTION Clackamas Highway @ Baker's Ferry Road

REGION Metro Region

Hwy#171 SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 103-1953

DATE 2/7/85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		100
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		100
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 16,700
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER HES-74(13)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

There is a bus stop at this location. Extra width to provide off highway loading area would involve right of way (not recommended). Bus runs hourly during the day. Widening for left turn will involve utility movements.

State to do preliminary engineering and PS & E.

Project Manager: E.J. Dunn

RECEIVED
1 RDE
4 FDE
LE
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4 TC
3 PDE
LFE
GTE
BPC
FDS
CAD
Copy All
Return To
ROAD DESIGN SECTION

APPROVED BY ST. HWY. ENGR. 3/5/85

PREPARED BY	DATE 2-7-85	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 2/10/85	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4-9-85
RECOMMENDED, LOCATION ENGINEER X	DATE 4-8-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4/19/85	

734-1914 (7-82)

CLACKAMAS HWY @ BAKER'S FERRY RD.
103-1953

This is an interim form to supplement the project prospectus Part 4 to show the new ACTIVITY codes associated with the new STARS system.

These activity codes will replace the current function codes and will be required when STARS is implemented.

Accounting section will explain the new STARS system and will provide training when the system goes on line.

A new project prospectus Part 4 is being developed and will be available at a later date.

Please continue to submit preliminary estimates on the current project prospectus part 4.

ACTIVITY		ESTIMATED COST	CURRENT AUTHORIZATION
900	ENGINEERING FIELD OFFICES		7,500
901	ENGINEERING OTHER OFFICES		
902	CITIZEN'S INVOLVEMENT		
903	FINAL DESIGN BRIDGE & FOUND.		
904	PRELIMINARY DESIGN		
905	FINAL DESIGN		1,100
906	REDESIGN		
907	T.P.D.T. DESIGN		400
908	FIELD TESTING		
909	RIGHT-OF-WAY DESCRIPTIONS		
910	RIGHT-OF-WAY MAPS		
911	SIGN & SIGNAL DESIGN		3,000
912	RAILROAD MAPS		
913	RIGHT-OF-WAY LIAISON		200
914	UTILITY LIAISON		400
915	LANDSCAPE DESIGN		
916	PHOTOGRAMMETRY SERVICES		

		ESTIMATED COST	CURRENT AUTHORIZATION
917	INVENTORY NEEDS		
920	PROJECT PROGRAMMING		200
921	SPECIFICATIONS & ESTIMATES		2,500
923	ENVIRONMENTAL STUDIES		
925	AIR MONITORING		
927	FREE BRIDGE DESIGN		
929	FREE BRIDGE SPECIFICATIONS		
933	BASE DESIGN		200
934	GEOTECHNICAL INVESTIGATION		100
937	HYDRAULICS STUDIES		
949	SYSTEM STUDIES		
960	PROCESS PROJECT PROSPECTUS		100
961	PREPARE HEARING STUDY DATA		
962	RECONNAISSANCE SURVEYS		
963	REVIEW FIELD SURVEYS		700
964	PREPARE PERMITS		200
980	CONDUCT PUBLIC HEARING		
020	TRAINING		100
050	AUDIT SERVICES		
	TOTALS		16,700

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

85-3

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02866

SECTION Clackamas Hwy at Baker's Ferry Rd.	REGION Metro Region

STATE HIGHWAY # 171	HIGHWAY NAME Clackamas	MILE POST at 14.62 FROM 14.53 TO 14.75	LENGTH .22
☐ URBAN ☒ RURAL	CITY	COUNTY Clackamas	ROAD/STREET NAME
ROUTE # 224	FEDERAL AID # FAP 74	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ ~~14~~ 17	GRADING	(✓)	X	FILES	(#)	
RIGHT OF WAY		$ —	PAVING	(✓)	X	ACRES	(#)	
ROADWAY	$ 36		STRUCTURES	(✓)		RELOCATIONS	(#)	
STRUCTURES	$ —		SIGNING	(✓)	X	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ —		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$ —		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ ~~4~~ 7.5					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	~~S~~
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	~~S~~
40% ENGINEERING & CONTINGENCIES	$ 17.5 ~~16~~		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 61 ~~56~~	WORK TYPE	(1-12)	8	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ ~~60~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE H.E.S.	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	-	-
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	6,000	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

History of accidents involving vehicles turning left from the Clackamas Highway

PROPOSED SOLUTION

Construct ~~Install~~ 12 ~~10~~ ft. left turn lane with two foot median

REQUESTED, REGION ENGINEER X	DATE 2/10/85			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Clackamas Hwy at Baker's Ferry Rd.	**KEY ID #** 02866 **REGION** Metro

PROJECT JUSTIFICATION

Installing left turn lane will improve traffic flow and reduce accidents involving left turning vehicles.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

85-3

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02866

SECTION: Clackamas Hwy at Baker's Ferry Road

REGION: Metro

E[illegible]R: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES: Y (LIST BELOW)

COMPANIES:
PGE
Independent Telephone (cable)

DESIGN SPEED: 55

DESIGN STANDARDS: AASTHO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4			12		12			4				
				4			12	14' ~~12~~	12			4				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02866

SECTION Clackamas Hwy (171) at Baker's Ferry Road

REGION Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

NA

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

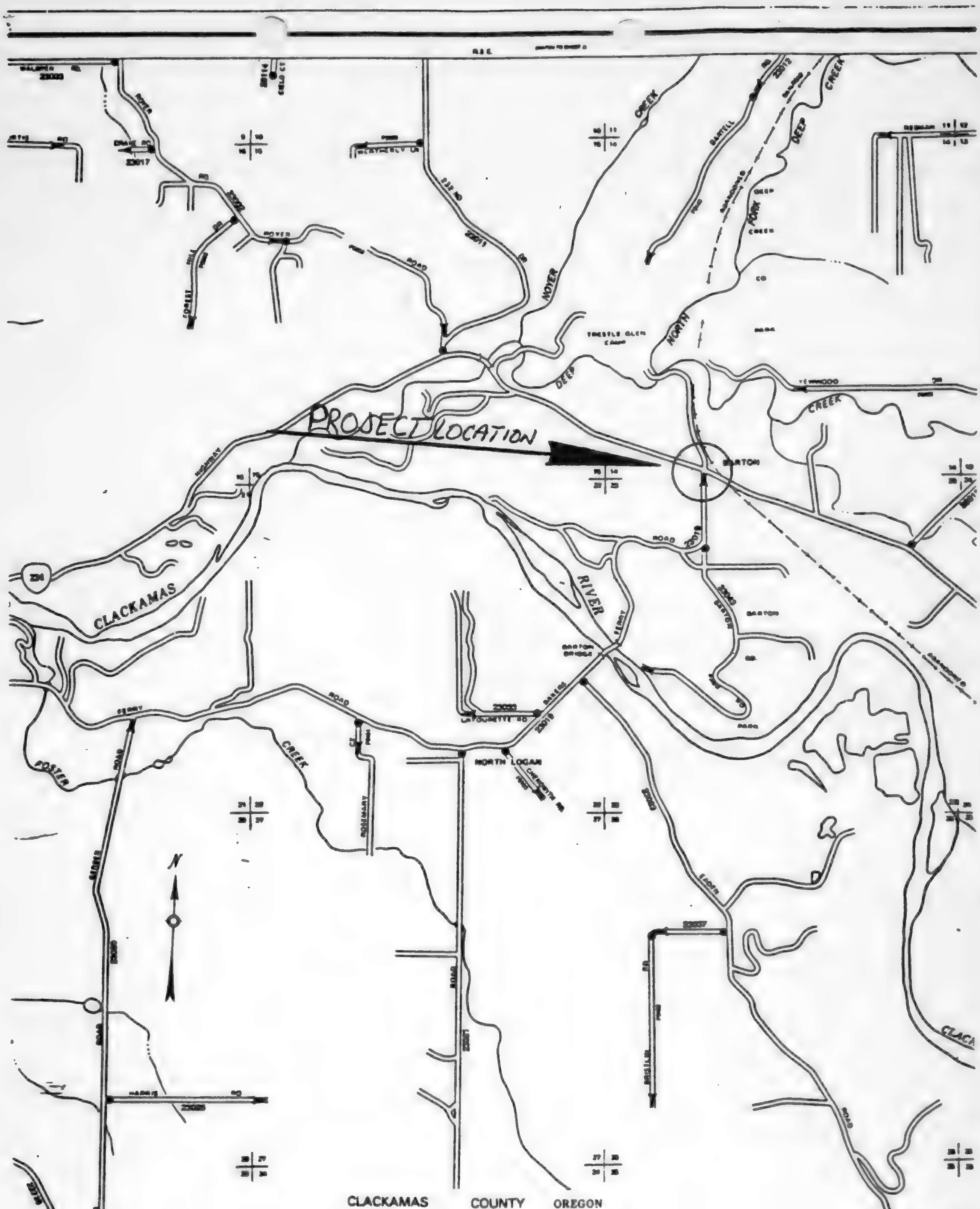
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		


PROJECT LOCATION
BARTON
NOYER
CREEK
DEEP
NORTH
FORK
DEEP CREEK
DEEP
CREEK
TRESTLE GLEN CAMP
CREEK
CLACKAMAS
RIVER
BARTON BRIDGE
BARTON
ROAD
LAFOUNTAIN RD
NORTH LOGAN
FOSTER
CREEK
ROAD
224
N
CLACKAMAS COUNTY OREGON
CREEK

1985 SE 97th Ave.-SE 122nd Ave. 10,157
Unit 2 Sec. of Sunnyside Rd.
(Grading, paving & signals)

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 80148

Project No. IX-9718(5)

Project S.E. 97th Ave - S.E. 122nd Ave Highway Co. Rd. (Sunnyside Rd) County Clackamas

Type of Work ROW Length-Rdy. ______ Brs. ______ Total 1.57

PR-1 Estimate - Date Submitted 2-18-81 Amount 160,000 - Government 136,000 - State 14,400 - Co. ~~City~~ 9,600 -

P.A. Estimate - Date Submitted 2-23-82 Amount 175,000 - Government 148,750 - State 15,750 - Co. ~~City~~ 10,500 -

Mod PA Estimate - Date Submitted 4-23-84 Amount 645,000 - Government 148,750 (772) 399,500 (177) State 58,050 - Co. ~~City~~ 38,700

Mod PA Estimate - Date Submitted 7-8-85 Amount 652,700 Government 148,750 (772) 406,045 (177) State 58,743 Co. ~~City~~ 39162

" " Estimate - Date Submitted ______ Amount 672,620 Government 571,727 State 60,536 Co. ~~City~~ 40,357

" " Estimate - Date Submitted 5-8-90 Amount 445,620 Government 378,777 State 40,106 Co. ~~City~~ 26,737

Preliminary Engineering Phase I ______ Phase II ______ Rights of Way 9-18-81 Construction ______ Other ______

Project Agreement - Amount 148,750 - Date 2-26-82 State Contract No. ______ P.P.R. Copy ______

Modified Agreement - Amount 548,250 - Date 4-23-84 State Contract No. ______ P.P.R. Copy ______

Modified Agreement - Amount 554,795 Date 7-16-85

Modified Agreement - Amount 406,045 (177) 165,682 (772) Date ______

Modified Agreement - Amount 213,095 (177) 165,682 (772) Date 12-24-90

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Pro-rata 85% Group 1 100% Group 2 ______ Group 3 ______ Group 8 ______ Group 9 ______

I-505 appr 772

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 203-2536	Prefix 203-2543	Prefix	Prefix
Final	3-14-91	0.00	334,138.20	4-25-91				
	Total							

FORM 734-3144 (Rev. 11-78)

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PAGE      1

                         JOB COST SUMMARY RUN ON  04-08-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 04/06/91
                             FOR EXPENDITURE ACCOUNT C09573

                                            CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----          -------       ----------
C09573     000    899      504        0100                                      22.00
OBJ-DETAIL 504                                                                  22.00

ACTIVITY    899                                                          ✓    22.00 SUBTOTAL -PM

C09573     000    900      134        8001                                      21.66
OBJ-DETAIL 134                                                                  21.66

ACTIVITY    900                                                          ✓    21.66 SUBTOTAL -PM

C09573     000    901      001        7364                                      83.27
OBJ-DETAIL 001                                                                  83.27

ACTIVITY    901                                                              -83.27 SUBTOTAL -tech

SUB-JOB     000 SUBTOTAL                                                   ~~126.93~~

C09573     010    899      299        8019                                  6,~~151.59~~ ***
OBJ-DETAIL 299                                                            ~~6,~~151.59

C09573     010    899      300        8019                                     980.00
OBJ-DETAIL 300                                                           ✓   980.00 - contract H P

C09573     010    899      304        8019                                      -4.05
OBJ-DETAIL 304                                                           ✓    -4.05 - liquid N.P

ACTIVITY    899                                                          ~~7,127.54~~ SUBTOTAL

C09573     010    900      598        0521                                  -1,077.16
OBJ-DETAIL 598                                                              -1,077.16

ACTIVITY    900                                                          ✓-1,077.16 SUBTOTAL P.M N.P

SUB-JOB     010 SUBTOTAL                                                  ~~6,050.38~~

C09573     011    899      299        8019                               ~~380,129.82~~ ***
OBJ-DETAIL 299                                                           ~~380,129.82~~

C09573     011    899      300        8019                                    -980.00
OBJ-DETAIL 300                                                           ✓  -980.00 -Contract

C09573     011    899      304        8019                                      4.05

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,157

4-8-91

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                         JOB COST SUMMARY RUN ON  04-08-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 04/06/91
                            FOR EXPENDITURE ACCOUNT C09573

                                              CREW    MSA          CURRENT         BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--          ------ -------- ---------- ------ -----          -------         ----------
OBJ-DETAIL 304                                                                      4.05 - liquid

ACTIVITY    899                                                               379,153.87 SUBTOTAL

C09573     011     900       598       0521                                     1,077.16
OBJ-DETAIL 598                                                                  1,077.16

ACTIVITY    900                                                                 1,077.16 SUBTOTAL - PM

SUB-JOB     011 SUBTOTAL                                                      380,231.03

C09573     080     899       299       8019                                        16.67 ***
OBJ-DETAIL 299                                                                     16.67

ACTIVITY    899                                                                    16.67 SUBTOTAL

SUB-JOB     080 SUBTOTAL                                                           16.67

C09573     081     899       299       8019                                    17,632.73 ***
OBJ-DETAIL 299                                                                 17,632.73

ACTIVITY    899                                                                17,632.73 SUBTOTAL

SUB-JOB     081 SUBTOTAL                                                       17,632.73

EA          C09573 TOTAL                                                      404,057.74

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      3

                    JOB COST SUMMARY RUN ON  04-08-91
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 04/06/91
                     FOR EXPENDITURE ACCOUNT C10157

                                         CREW   MSA          CURRENT        BALANCE TO
EA      SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--      ------ -------- ---------- ------ -----         -------        ----------
C10157  000    010      001        0813                                  1,648.63
C10157  000    010      001        0821                                    355.55
C10157  000    010      001        0830                                    126.86
OBJ-DETAIL 001                                                           2,131.04-const

C10157  000    010      130        8009                                     24.30
OBJ-DETAIL 130                                                              24.30 -P.m

ACTIVITY   010                                                        ~~2,155.34~~ SUBTOTAL

C10157   000   199      001        1047   SF                               823.42
OBJ-DETAIL 001                                                             823.42 -SFO

C10157   000   199      030        1047   SF                               486.81
OBJ-DETAIL 030                                                             486.81SFO

C10157   000   199      440        1047   SF                             1,479.70-SFO
OBJ-DETAIL 440                                                           1,479.70-SFO

C10157   000   199      550        1047   SF                               403.55 SFO
OBJ-DETAIL 550                                                             403.55-SFO

ACTIVITY   199                                                        ~~3,193.48~~ SUBTOTAL

C10157   000   250      001        1094                                    282.84
OBJ-DETAIL 001                                                             282.84

ACTIVITY   250                                                             282.84 SUBTOTAL - P.m

C10157   000   899      001        0612                                    ~~37.06~~-program
C10157   000   899      001        8007                                     25.96- P.m.
OBJ-DETAIL 001                                                              ~~63.02~~

C10157   000   899      130        8009                                     39.94
C10157   000   899      130        8200                                     26.70
OBJ-DETAIL 130                                                              66.64-P.m

C10157   000   899      136        0500                                      7.88
OBJ-DETAIL 136                                                               7.88-accounting

C10157   000   899      192        8019                                      8.72
OBJ-DETAIL 192                                                               8.72 P.m

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,157

4-8-91

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                    JOB COST SUMMARY RUN ON  04-08-91
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 04/06/91
                      FOR EXPENDITURE ACCOUNT C10157

                                    CREW   MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--       ------ -------- ---------- ------ -----        -------       ----------
C10157   000    899      194        8019                                 600.81
OBJ-DETAIL 194                                                           600.81 -pm

C10157   000    899      199        8019                                  34.00
OBJ-DETAIL 199                                                            34.00 -pm

C10157   000    899      470        8019
OBJ-DETAIL 470

C10157   000    899      504        1082                                 ✓43.71 -const
C10157   000    899      504        7200                             R ✓329.14 -specs
C10157   000    899      504        8019                                  85.68 -pm
OBJ-DETAIL 504                                                          ~~458.53~~

C10157   000    899      550        8215                                 356.70
OBJ-DETAIL 550                                                           356.70 -pm

C10157   000    899      553        0530                                   1.48
OBJ-DETAIL 553                                                            ✓1.48 -accounting

C10157   000    899      555        0521                                  77.74
C10157   000    899      555        0531                                   6.06
OBJ-DETAIL 555                                                           ✓83.80 accounting

ACTIVITY   899                                                         ~~1,681.58~~ SUBTOTAL

C10157   000    900      001        1070                                 402.01
C10157   000    900      001        1083                               2,128.11
C10157   000    900      001        1093                                  69.68
C10157   000    900      001        1094                               2,994.33
C10157   000    900      001        2042                                 130.96
C10157   000    900      001        8007                                  77.88
C10157   000    900      001        8019                               1,394.51
C10157   000    900      001        8030                                 389.24
OBJ-DETAIL 001                                                         7,586.72

C10157   000    900      030        1070                                  63.48
C10157   000    900      030        1094                                  65.76
OBJ-DETAIL 030                                                           129.24

C10157   000    900      100        1094                                  27.00
OBJ-DETAIL 100                                                            27.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  04-08-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/06/91
                           FOR EXPENDITURE ACCOUNT C10157

                                            CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----         -------         ----------
C10157    000    900      102        1094                                       53.36
OBJ-DETAIL 102                                                                  53.36

C10157    000    900      130        8009                                       14.59
C10157    000    900      130        8019                                      357.46
OBJ-DETAIL 130                                                                 372.05

C10157    000    900      134        9999                                      157.75
OBJ-DETAIL 134                                                                 157.75

C10157    000    900      438        8009                                      221.75
OBJ-DETAIL 438                                                                 221.75

C10157    000    900      470        1094
C10157    000    900      470        8019                                       23.59
OBJ-DETAIL 470                                                                  23.59

C10157    000    900      503        8019                                      703.30
OBJ-DETAIL 503                                                                 703.30

C10157    000    900      504        8019                                       11.20
OBJ-DETAIL 504                                                                  11.20

C10157    000    900      548        1094                                      117.00
OBJ-DETAIL 548                                                                 117.00

C10157    000    900      550        1000                                       71.25
C10157    000    900      550        1094                                      124.00
C10157    000    900      550        2042                                       26.00
C10157    000    900      550        8011                                       25.20
C10157    000    900      550        8019                                       84.85
C10157    000    900      550        8023                                      150.00
C10157    000    900      550        8030                                      149.50
OBJ-DETAIL 550                                                                 630.80

C10157    000    900      551        8019                                       78.00
OBJ-DETAIL 551                                                                  78.00

C10157    000    900      560        1094                                       79.18
OBJ-DETAIL 560                                                                  79.18

C10157    000    900      570        8019                                       42.00
C10157    000    900      570        9999                                      525.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                     JOB COST SUMMARY RUN ON  04-08-91
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 04/06/91
                        FOR EXPENDITURE ACCOUNT C10157

                                            CREW    MSA           CURRENT          BALANCE TO
EA        SUBJOB  ACTIVITY  OBJ-DETAIL   NUMBER  FIELD            MONTH              DATE
--        ------  --------  ----------   ------  -----           -------          ----------
OBJ-DETAIL 570                                                                        567.00

C10157    000     900       598          0523                                     -27,191.54
OBJ-DETAIL 598                                                                    -27,191.54

ACTIVITY   900                                                                    -16,433.60 SUBTOTAL -P.M

C10157    000     901       001          7200                                        -151.70-Pass
C10157    000     901       001          7331                                         -49.73-Final
C10157    000     901       001          7440                                        -314.99} Bridge
C10157    000     901       001          7450                                         -58.41}
C10157    000     901       001          7611                              R         -320.23} traffic
C10157    000     901       001          7612                                         -95.46}
C10157    000     901       001          7615                                         -40.22}
OBJ-DETAIL 001                                                                      1,030.74

C10157    000     901       504          7361                                         -25.20} final
C10157    000     901       504          7612                                R         -7.24}
OBJ-DETAIL 504                                                                         32.44

ACTIVITY   901                                                             T      1,063.18 SUBTOTAL -tech

C10157    000     905       001          7363                                         365.64
C10157    000     905       001          7365                                       1,336.08
OBJ-DETAIL 001                                                                      1,701.72

C10157    000     905       504          7363                                         384.00
OBJ-DETAIL 504                                                                        384.00

ACTIVITY   905                                                             R     -2,085.72 SUBTOTAL-final

C10157    000     910       001          7111                                         140.77
OBJ-DETAIL 001                                                                        140.77

ACTIVITY   910                                                              T    -140.77 SUBTOTAL- R/W Resc

C10157    000     911       001          1070                                          42.32
OBJ-DETAIL 001                                                                         42.32

ACTIVITY   911                                                              T      42.32 SUBTOTAL -traffic

C10157    000     913       504          7111                                         216.60

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-08-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 04/06/91
                             FOR EXPENDITURE ACCOUNT C10157

                                            CREW   MSA         CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----        -------       ----------
OBJ-DETAIL 504                                                            216.60

ACTIVITY    913                                                         ✓ 216.60 SUBTOTAL - R/W Liaison

C10157    000     914       001       1090                              1,184.15
C10157    000     914       001       8001                                 13.82
C10157    000     914       001       8012                                 11.89
OBJ-DETAIL 001                                                          1,209.86

C10157    000     914       030       1090                                194.40
OBJ-DETAIL 030                                                            194.40

C10157    000     914       550       1090                                 19.80
OBJ-DETAIL 550                                                             19.80

ACTIVITY    914                                                        ✓1,424.06 SUBTOTAL - Utility

C10157    000     920       001       0631                                 21.48
OBJ-DETAIL 001                                                             21.48

ACTIVITY    920                                                            21.48 SUBTOTAL - Program

C10157    000     937       001       7143                                238.63
OBJ-DETAIL 001                                                            238.63

ACTIVITY    937                                                         R 238.63 SUBTOTAL - Hydraulics

C10157    000     940       001       8007                                 18.26
C10157    000     940       001       8213                                105.18
C10157    000     940       001       8214                              4,890.83
C10157    000     940       001       8215                                605.44
C10157    000     940       001       8221                                 22.19
OBJ-DETAIL 001                                                          5,641.90

C10157    000     940       548       8215                                 10.80
OBJ-DETAIL 548                                                             10.80

C10157    000     940       550       8213                                 22.00
C10157    000     940       550       8215                                173.80
OBJ-DETAIL 550                                                            195.80

C10157    000     940       551       1094                                504.00
C10157    000     940       551       8019                              7,863.63

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                                JOB COST SUMMARY RUN ON  04-08-91
                             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                   PAYROLL CHARGES ARE LOADED
                                CHARGES ARE CURRENT TO 04/06/91
                                 FOR EXPENDITURE ACCOUNT C10157

                                                   CREW   MSA             CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH              DATE
--        ------ -------- ---------- ------ -----           -------         ----------
C10157    000     940      551        8213                                       16.00
C10157    000     940      551        8214                                    1,010.00
C10157    000     940      551        8215                                    1,322.00
OBJ-DETAIL 551                                                               10,715.63

ACTIVITY   940                                                               16,564.13 SUBTOTAL -mat'l

C10157    000     983      001        1093                                       14.29
OBJ-DETAIL 001                                                                   14.29

ACTIVITY   983                                                                   14.29 SUBTOTAL - P.m

SUB-JOB    000 SUBTOTAL                                                      ~~12,690.82~~

C10157    001     201      349        8019                                      108.00
OBJ-DETAIL 349                                                                  108.00

ACTIVITY   201                                                                  108.00 SUBTOTAL -Interest H.P.

C10157    001     899      151        8019                                      125.00
OBJ-DETAIL 151                                                                  125.00

ACTIVITY   899                                                                  125.00 SUBTOTAL -Pm H.P

C10157    001     900      131        8019                                       62.12
OBJ-DETAIL 131                                                                   62.12 -P.m H.P

C10157    001     900      134        8019                                        7.83
OBJ-DETAIL 134                                                                    7.83 -Pm H.P

C10157    001     900      151        8019                                      209.68
OBJ-DETAIL 151                                                                  209.68 -Pm H.P.

C10157    001     900      598        0523                                   27,191.54
OBJ-DETAIL 598                                                               27,191.54 -Pm H.P

ACTIVITY   900                                                               ~~27,471.17~~ SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                      ~~27,704.17~~

C10157    010     010      151        8019                                      129.86
OBJ-DETAIL 151                                                                  129.86


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-08-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 04/06/91
                         FOR EXPENDITURE ACCOUNT C10157

                                             CREW   MSA          CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--       ------ -------- ---------- ------ -----          -------       ----------
ACTIVITY    010                                                             129.86 SUBTOTAL - pm N.P.

C10157   010    201      300        0523                                  3,182.00
OBJ-DETAIL 300                                                            3,182.00

ACTIVITY    201                                                           3,182.00 SUBTOTAL - contract N.P.

C10157   010    600      131        8019                                     25.00
OBJ-DETAIL 131                                                               25.00 - pm N.P.

C10157   010    600      600        8019
OBJ-DETAIL 600

ACTIVITY    600                                                            ~~25.00~~ SUBTOTAL

C10157   010    899      131        8019                                     15.71  \
OBJ-DETAIL 131                                                               15.71 -  |
                                                                                      |
C10157   010    899      151        8019                                    173.16    |
OBJ-DETAIL 151                                                              173.16 -  } pm N.P
                                                                                      |
C10157   010    899      290        1000                                    150.00    |
OBJ-DETAIL 290                                                              150.00 - /

C10157   010    899      300        8019                                  1,428.56
OBJ-DETAIL 300                                                            1,428.56 - contract N.P.

C10157   010    899      302        R
OBJ-DETAIL 302

C10157   010    899      566        8019                                    124.50
OBJ-DETAIL 566                                                              124.50 - pm N.P.

C10157   010    899      598        0513                                 ~~-4,494.44~~
OBJ-DETAIL 598                                                           ~~-4,494.44~~

C10157   010    899      599        0513                                  ~~4,494.44~~
OBJ-DETAIL 599                                                            ~~4,494.44~~

ACTIVITY    899                                                           ~~1,891.93~~ SUBTOTAL

C10157   010    900      131        8019                                     72.12

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  04-08-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 04/06/91
                             FOR EXPENDITURE ACCOUNT C10157

                                          CREW    MSA        CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER  FIELD        MONTH            DATE
--       ------ -------- ---------- ------  -----        -------        ----------
OBJ-DETAIL 131                                                              72.12

C10157   010    900      456        8019                                   366.07
OBJ-DETAIL 456                                                             366.07

C10157   010    900      584        8019                                    95.89
OBJ-DETAIL 584                                                              95.89

C10157   010    900      590        8019                                    35.00
OBJ-DETAIL 590                                                              35.00

ACTIVITY    900                                                            569.08 SUBTOTAL -pm N.P

SUB-JOB     010 SUBTOTAL                                                ~~5,797.07~~

C10157   011    010      001        0521                                     9.00
OBJ-DETAIL 001                                                               9.00

ACTIVITY    010                                                              9.00 SUBTOTAL - accounting

C10157   011    020      001        8019                                10,927.16
OBJ-DETAIL 001                                                          10,927.16

C10157   011    020      030        8019                                   591.07
OBJ-DETAIL 030                                                             591.07

C10157   011    020      550        8019                                    36.80
OBJ-DETAIL 550                                                              36.80

ACTIVITY    020                                                         11,555.03 SUBTOTAL -training

C10157   011    040      001        8019    SF                             776.81
OBJ-DETAIL 001                                                             776.81

ACTIVITY    040                                                            776.81 SUBTOTAL - SFO #104

C10157   011    050      001        0500                                    68.49
OBJ-DETAIL 001                                                              68.49

ACTIVITY    050                                                             68.49 SUBTOTAL -Audit

C10157   011    129      341        8019    SF08                        14,220.31

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-08-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/06/91
                          FOR EXPENDITURE ACCOUNT C10157

                                          CREW    MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL   NUMBER  FIELD           MONTH            DATE
--        ------ -------- ----------   ------  -----          -------       ----------
OBJ-DETAIL 341                                                               14,220.31

ACTIVITY    129                                                              14,220.31 SUBTOTAL -SFO #8

C10157    011    159      450          8019    SF                               131.12
OBJ-DETAIL 450                                                                  131.12 -SFO

C10157    011    159      490          8019    SF                             2,675.00 -SFO #4
OBJ-DETAIL 490                                                                2,675.00

ACTIVITY    159                                                               2,806.12 SUBTOTAL

C10157    011    199      106          1047    SF                                60.00
OBJ-DETAIL 106                                                                   60.00

ACTIVITY    199                                                                  60.00 SUBTOTAL -SFO

C10157    011    201      300          0523                                  -3,182.00
OBJ-DETAIL 300                                                               -3,182.00

ACTIVITY    201                                                              -3,182.00 SUBTOTAL .Contract

C10157    011    899      001          0521                                       5.39
C10157    011    899      001          0524                                       9.00
OBJ-DETAIL 001                                                                   14.39 -accounting

C10157    011    899      008          0515                                        .17
OBJ-DETAIL 008                                                                     .17 -accounting

C10157    011    899      150          8019                                      21.92
OBJ-DETAIL 150                                                                   21.92 -  } pm
                                                                                          N.P
C10157    011    899      199          8019                                     110.58
OBJ-DETAIL 199                                                                  110.58 -

C10157    011    899      250          8019                                      60.00
OBJ-DETAIL 250                                                                   60.00 -

C10157    011    899      300          8019                               1,189,375.93
OBJ-DETAIL 300                                                            1,189,375.93 .Contract

C10157    011    899      302          R

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  04-08-91
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 04/06/91
                       FOR EXPENDITURE ACCOUNT C10157

                                            CREW   MSA           CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--        ------ -------- ---------- ------ -----           -------        ----------
OBJ-DETAIL 302

ACTIVITY   899                                                             1,189,582.99 SUBTOTAL

C10157    011    900      001        8009                                     572.25
C10157    011    900      001        8017                                     198.45
C10157    011    900      001        8019                                 128,457.04
OBJ-DETAIL 001                                                            129,227.74

C10157    011    900      008        8019                                   1,192.54
OBJ-DETAIL 008                                                              1,192.54

C10157    011    900      030        8009                                      73.97
C10157    011    900      030        8019                                   7,560.88
OBJ-DETAIL 030                                                              7,634.85

C10157    011    900      032        8009                                      16.44
C10157    011    900      032        8019                                   3,687.20
OBJ-DETAIL 032                                                              3,703.64

C10157    011    900      100        8019                                      76.00
OBJ-DETAIL 100                                                                 76.00

C10157    011    900      102        8019                                     151.59
OBJ-DETAIL 102                                                                151.59

C10157    011    900      106        8019                                     128.04
OBJ-DETAIL 106                                                                128.04

C10157    011    900      130        8019                                   1,228.82
OBJ-DETAIL 130                                                              1,228.82

C10157    011    900      134        8017                                      34.52
C10157    011    900      134        8019                                     375.59
OBJ-DETAIL 134                                                                410.11

C10157    011    900      138        8019                                     139.00
OBJ-DETAIL 138                                                                139.00

C10157    011    900      199        8009                                     296.22
C10157    011    900      199        8019                                     243.54
OBJ-DETAIL 199                                                                539.76


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                       JOB COST SUMMARY RUN ON  04-08-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 04/06/91
                       FOR EXPENDITURE ACCOUNT C10157

                                          CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C10157    011    900      278        8017                                     104.09
OBJ-DETAIL 278                                                                104.09

C10157    011    900      425        8019                                     757.40
OBJ-DETAIL 425                                                                757.40

C10157    011    900      438        8017                                      30.85
OBJ-DETAIL 438                                                                 30.85

C10157    011    900      440        8019                                     364.44
OBJ-DETAIL 440                                                                364.44

C10157    011    900      450        8019                                      36.94
OBJ-DETAIL 450                                                                 36.94

C10157    011    900      470        8019                                     185.46
OBJ-DETAIL 470                                                                185.46

C10157    011    900      472        8017                                      16.05
OBJ-DETAIL 472                                                                 16.05

C10157    011    900      548        8019                                      41.80
OBJ-DETAIL 548                                                                 41.80

C10157    011    900      550        8019                                   6,802.30
OBJ-DETAIL 550                                                              6,802.30

C10157    011    900      560        8019                                      72.20
OBJ-DETAIL 560                                                                 72.20

C10157    011    900      570        8019                                     357.00
OBJ-DETAIL 570                                                                357.00
                                                                                               -P.m
ACTIVITY    900                                                           153,200.62 SUBTOTAL

C10157    011    901      341        1051                                   3,242.42
OBJ-DETAIL 341                                                              3,242.42
                                                                                               local
ACTIVITY    901                                                            ✓3,242.42 SUBTOTAL -

C10157    011    910      550        8019                                      32.50
OBJ-DETAIL 550                                                                 32.50


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-08-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 04/06/91
                            FOR EXPENDITURE ACCOUNT C10157

                                                CREW    MSA         CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--          ------ -------- ---------- ------ -----        -------        -----------
ACTIVITY    910                                                               32.50 SUBTOTAL -R/W Desc

C10157   011     940        551          8019                                   2,069.00
OBJ-DETAIL 551                                                                  2,069.00

ACTIVITY    940                                                             2,069.00 SUBTOTAL - mat'l

C10157   011     983        001          8019                                   3,317.68
OBJ-DETAIL 001                                                                  3,317.68-pm

C10157   011     983        550          8019                                     367.45
OBJ-DETAIL 550                                                                    367.45-pm

ACTIVITY    983                                                             3,685~~.13~~ SUBTOTAL

C10157   011     990        001          0521                                      36.00
OBJ-DETAIL 001                                                                     36.00

ACTIVITY    990                                                                    36.00 SUBTOTAL -accounting

SUB-JOB     011 SUBTOTAL                                                 1,378,162.42

EA          C10157 TOTAL                                                 1,424,355.28


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 04/06/91
                          FOR EXPENDITURE ACCOUNT C3031904

                                          CREW    MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL    NUMBER  FIELD          MONTH            DATE
--        ------ -------- ----------    ------  -----         -------        ----------
C3031904 000     899       504           0100                                    167.30
C3031904 000     899       504           7365                                      2.40
OBJ-DETAIL 504                                                                   169.70

C3031904 000     899       570           9999                                    112.50
OBJ-DETAIL 570                                                                   112.50

ACTIVITY   899                                                                 ✓282.20 SUBTOTAL-final

C3031904 000     900       001           1090                                     20.98
C3031904 000     900       001           1093                                    451.96
C3031904 000     900       001           8018                                    976.72
C3031904 000     900       001           8023
OBJ-DETAIL 001                                                                 1,449.66

C3031904 000     900       032           8023
OBJ-DETAIL 032

C3031904 000     900       260           8018                                    521.00
OBJ-DETAIL 260                                                                   521.00

C3031904 000     900       278           8018                                     36.19
OBJ-DETAIL 278                                                                    36.19

C3031904 000     900       550           8018                                     25.45
OBJ-DETAIL 550                                                                    25.45

ACTIVITY   900                                                                ✓2,032.30 SUBTOTAL-P.M

C3031904 000     902       134           9999                                     44.25
OBJ-DETAIL 134                                                                    44.25

C3031904 000     902       504           8019
OBJ-DETAIL 504

ACTIVITY   902                                                                ✓ 44.25 SUBTOTAL Citizen

C3031904 000     903       504           0100                                     93.18
OBJ-DETAIL 504                                                                    93.18

ACTIVITY   903                                                                ✓93.18 SUBTOTAL-Bridge

C3031904 000     904       504           0100                                      3.60

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,157

4-8-91

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                      JOB COST SUMMARY RUN ON  04-08-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 04/06/91
                        FOR EXPENDITURE ACCOUNT C3031904

                                          CREW    MSA         CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL   NUMBER  FIELD         MONTH           DATE
--          ------ -------- ----------   ------  -----        -------      ----------
OBJ-DETAIL 504                                                                   3.60

ACTIVITY   904                                                                   3.60 SUBTOTAL  preliminary

C3031904 000     905      001           7000                                   21.10
C3031904 000     905      001           7300                                   31.72
C3031904 000     905      001           7301                                   52.84
C3031904 000     905      001           7330                                3,439.06
C3031904 000     905      001           7350                                  256.91
C3031904 000     905      001           7360                                   79.80
C3031904 000     905      001           7362                                   99.47
C3031904 000     905      001           7363                                  513.19
C3031904 000     905      001           7364                                  253.02
C3031904 000     905      001           7365                                2,885.60
OBJ-DETAIL 001                                                              7,632.71

C3031904 000     905      030           7301                                  237.84
C3031904 000     905      030           7364                                  109.33
C3031904 000     905      030           7365                                  506.76
OBJ-DETAIL 030                                                                853.93

C3031904 000     905      130           7300                                   46.50
OBJ-DETAIL 130                                                                 46.50

C3031904 000     905      504           0100                                   55.20
C3031904 000     905      504           7330                                  215.70
OBJ-DETAIL 504                                                                270.90

ACTIVITY   905                                                              8,804.04 SUBTOTAL  Final

C3031904 000     906      001           7361                                   11.99
OBJ-DETAIL 001                                                                 11.99

ACTIVITY   906                                                                 11.99 SUBTOTAL  Final

C3031904 000     907      001           7331                                1,055.33
C3031904 000     907      001           7365                                  176.78
OBJ-DETAIL 001                                                              1,232.11

C3031904 000     907      504           7331                                   15.60
C3031904 000     907      504           7365                                    1.80
OBJ-DETAIL 504                                                                 17.40


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-08-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/06/91
                          FOR EXPENDITURE ACCOUNT C3031904

                                             CREW    MSA              CURRENT          BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD              MONTH              DATE
--         ------ -------- ---------- ------ -----              -------          ----------
ACTIVITY    907                                                                  ✓1,249.51 SUBTOTAL  TP&OT

C3031904 000    909       001          7111                                         413.99
OBJ-DETAIL 001                                                                      413.99

ACTIVITY    909                                                                   ✓413.99 SUBTOTAL -R/W Desc

C3031904 000    910       001          7111                                         141.42
OBJ-DETAIL 001                                                                      141.42

ACTIVITY    910                                                                   ✓141.42 SUBTOTAL  R/W Desc

C3031904 000    911       001          7611                                       1,143.67
C3031904 000    911       001          7612                                         983.03
C3031904 000    911       001          7615                                         440.03
C3031904 000    911       001          7621                                         135.34
OBJ-DETAIL 001                                                                    2,702.07

C3031904 000    911       030          7615                                          64.45
C3031904 000    911       030          7621                                          33.84
OBJ-DETAIL 030                                                                       98.29

C3031904 000    911       504          0100                                           1.80
C3031904 000    911       504          7611                                           7.20
OBJ-DETAIL 504                                                                        9.00

ACTIVITY    911                                                                  ✓2,809.36 SUBTOTAL  Traffic

C3031904 000    914       001          1090                                       1,815.45
C3031904 000    914       001          7700                                          93.44
C3031904 000    914       001          7783                                          59.36
C3031904 000    914       001          8012                                          13.85
OBJ-DETAIL 001                                                                    1,982.10

C3031904 000    914       550          1001                                          25.20
OBJ-DETAIL 550                                                                       25.20

ACTIVITY    914                                                                  ✓2,007.30 SUBTOTAL -Utility Liaison

C3031904 000    920       001          0631                                         154.72
OBJ-DETAIL 001                                                                      154.72


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-08-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/06/91
                          FOR EXPENDITURE ACCOUNT C3031904

                                              CREW   MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--          ------ -------- ---------- ------ -----          -------       ----------
ACTIVITY    920                                                              ✓154.72 SUBTOTAL - program

C3031904 000     921      001         7000                                          9.71
C3031904 000     921      001         7200                                      2,058.58
OBJ-DETAIL 001                                                                  2,068.29

C3031904 000     921      136         0500                                        858.80
OBJ-DETAIL 136                                                                    858.80

C3031904 000     921      501         0100                                         49.75
C3031904 000     921      501         7200                                        160.50
OBJ-DETAIL 501                                                                    210.25

C3031904 000     921      504         7200                                         52.80
OBJ-DETAIL 504                                                                     52.80

ACTIVITY    921                                                            ✓3,190.14 SUBTOTAL - Specs

C3031904 000     960      001         7144                                         45.20
OBJ-DETAIL 001                                                                     45.20

C3031904 000     960      136         0500                                          3.34
OBJ-DETAIL 136                                                                      3.34

ACTIVITY    960                                                               ✓48.54 SUBTOTAL - ~~location~~ program

SUB-JOB     000 SUBTOTAL                                                     21 ~~286~~.54

C3031904 001     899      148         8018                                         42.14
OBJ-DETAIL 148                                                                     42.14

ACTIVITY    899                                                               ✓42.14 SUBTOTAL - PM N.P.

C3031904 001     900      001         1090                                         11.35
C3031904 001     900      001         8023                                        251.41
OBJ-DETAIL 001                                                                    262.76

C3031904 001     900      032         8023                                        188.56
OBJ-DETAIL 032                                                                    188.56

C3031904 001     900      456         8018                                         65.00
OBJ-DETAIL 456                                                                     65.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE    21

                      JOB COST SUMMARY RUN ON  04-08-91
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 04/06/91
                        FOR EXPENDITURE ACCOUNT C3031904

                                          CREW    MSA          CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER  FIELD          MONTH              DATE
--          ------ -------- ---------- ------  -----          -------         ----------
ACTIVITY    900                                                                   516.32 SUBTOTAL PM N.P.

C3031904 001    902       504        8019                                          147.70
OBJ-DETAIL 504                                                                     147.70

ACTIVITY    902                                                                   147.70 SUBTOTAL Citizen N.P.

C3031904 001    914       001        7700                                           42.75
OBJ-DETAIL 001                                                                      42.75

ACTIVITY    914                                                                    42.75 SUBTOTAL -Utility N.P.

C3031904 001    921       001        7000                                           13.82
C3031904 001    921       001        7200                                           49.73
OBJ-DETAIL 001                                                                      63.55

C3031904 001    921       136        0500                                            4.60
OBJ-DETAIL 136                                                                       4.60

C3031904 001    921       504        7200                                          483.50
OBJ-DETAIL 504                                                                     483.50

ACTIVITY    921                                                                   551.65 SUBTOTAL - Specs N.P.

SUB-JOB     001 SUBTOTAL                                                        1,300.56

C3031904 010    899       299        0100                                           87.75 ***
OBJ-DETAIL 299                                                                      87.75

ACTIVITY    899                                                                    87.75 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                                           87.75

C3031904 011    050       001        0500                                          136.98
OBJ-DETAIL 001                                                                     136.98

ACTIVITY    050                                                                   136.98 SUBTOTAL - Audit

C3031904 011    899       299        0100                                       35,002.05 ***
OBJ-DETAIL 299                                                                  35,002.05

ACTIVITY    899                                                                 35,002.05 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/06/91
                          FOR EXPENDITURE ACCOUNT C3031904

                                              CREW   MSA        CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH            DATE
--        ------ -------- ---------- ------ -----      -------        ----------
C3031904 011     900      341        1051                                   1,150.91
OBJ-DETAIL 341                                                              1,150.91 - local

C3031904 011     900      598        0523                                      30.06
C3031904 011     900      598        0631                                  -5,661.71
OBJ-DETAIL 598                                                             -5,631.65 - PM

ACTIVITY    900                                                            -4,480.74 SUBTOTAL

C3031904 011     901      001        0521                                       8.74
OBJ-DETAIL 001                                                                  8.74

ACTIVITY    901                                                                 8.74 SUBTOTAL - accounting

C3031904 011     903      598        0523                                     -30.06
OBJ-DETAIL 598                                                                -30.06

ACTIVITY    903                                                               -30.06 SUBTOTAL - Bridge

C3031904 011     910      598        0631                                  -5,000.00
OBJ-DETAIL 598                                                             -5,000.00

ACTIVITY    910                                                            -5,000.00 SUBTOTAL - R/W Lease

SUB-JOB     011 SUBTOTAL                                                   25,636.97

C3031904 020     899      299        0100                                   1,358.49 ***
OBJ-DETAIL 299                                                              1,358.49

ACTIVITY    899                                                             1,358.49 SUBTOTAL

SUB-JOB     020 SUBTOTAL                                                    1,358.49

C3031904 021     899      299        0100                                  85,718.00 ***
OBJ-DETAIL 299                                                             85,718.00

ACTIVITY    899                                                            85,718.00 SUBTOTAL

SUB-JOB     021 SUBTOTAL                                                   85,718.00

C3031904 031     899      299        0100                                 135,939.91 ***
OBJ-DETAIL 299                                                            135,939.91


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE    23

                           JOB COST SUMMARY RUN ON  04-08-91
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 04/06/91
                             FOR EXPENDITURE ACCOUNT C3031904

                                           CREW   MSA         CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--       ------ -------- ---------- ------ -----        -------       ----------
ACTIVITY    899                                                      135,939.91 SUBTOTAL

C3031904 031    900      598        0631                                5,661.71
OBJ-DETAIL 598                                                          5,661.71

ACTIVITY    900                                                         5,661.71 SUBTOTAL -P.M

C3031904 031    910      598        0631                                5,000.00
OBJ-DETAIL 598                                                          5,000.00

ACTIVITY    910                                                         5,000.00 SUBTOTAL -R/W Desc

SUB-JOB     031 SUBTOTAL                                             146,601.62

EA          C3031904 TOTAL                                           281,989.93


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,157

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-15-91

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX 9718 (5)

VOUCHER PERIOD
FROM 09 18 81
TO 12 14 89

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
147,173.80	143,470.02	85.00	121,949.51	121,949.51	
250,137.12	249,633.76	85.00	212,188.69	212,188.69	
397,310.92	393,103.78	85.00	334,138.20	334,138.20	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
3/15/91

SIGNATURE OF AUTHORIZED OFFICIAL
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

SJ 020 State only

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

S.E. 97TH AVE. S.E. 122ND AVE. SECTION SUNNYSIDE ROAD IN CLACKAMAS COUNTY

TYPE CODE ROW

RIGHT OF WAY 772 143,470.02 177 249,633.76	All Required	$	393,103.78
NONPARTICIPATING PROJECT COST STATE 772 3,703.78 177 503.36	ALL REQUIRED	4207.14	
TOTAL PROJECT COSTS		$397,310.92	

IX 9718 (5)

REQUIRED AUDITS CONDUCTED, ANY NECESSARY ADJUSTMENTS HAVE BEEN MADE.

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE		
SKOGAN RD-362ND DR CONT NO * FA PROJ NOS SOS 0300008 100								STATE	
	203	2535	296	00 N 9		1,209.54CR	10,207.12CR		
	203	2535	297	00 N 9		1,209.54	1,209.54		
	203	2535	298	00 N 9			8,997.58		
	203	2535	401	00 P 1			7,650.00		
	203	2535	414	00 P 1			8.02		
	203	2535	903	00 P 1			2,319.01		
	203	2535	920	00 P 1			31.55		
	203	2535	930	00 P 1			198.54		
			TOT	P1			10,207.12		
			** JOB TOTALS **		**	**	10,207.12 **		
SE 97TH-SE 127TH CONT NO FA PROJ NOS X10 9718005 100								STATE	
	203	2536	205	00 P 1		3.87			
	203	2536	296	00 N 9		252.34CR	~~95,894.10CR~~		
	203	2536	297	00 N 9			~~8,676.65~~		
	203	2536	298	00 N 9		252.34	~~87,217.45~~		
	203	2536	401	00 P 1			67,795.30		land
	203	2536	402	00 P 1			8,074		buildings
	203	2536	403	00 P 1			413.55		landscape
	203	2536	404	00 P 1			9,400.00		severance
	203	2536	405	00 P 1			3,150.00		[illegible] raisal
	203	2536	407	00 P 1	.01	1.66	4,745.41		Grants to local
	203	2536	409	00 P 1			968.53		title
	203	2536	412	00 P 1			2,535.85		[illegible] util.
	203	2536	413	00 P 1			124.90		taxes
	203	2536	413	00 N 1			1.78		Negotiations
	203	2536	414	00 P 1			7,275.38		Relocation
	203	2536	415	00 P 1			22.02		legal
	203	2536	426	00 P 1			5.95		Property management
	203	2536	428	00 P 1			20.18		Appraisal
	203	2536	430	00 P 1			89.70		local
	203	2536	903	00 P 1		232.11	1,705.06		R/W Liaison
	203	2536	913	00 P 1			1,215.60		Audit
	203	2536	915	00 P 1	.04CR	8.97	8.97		[illegible]
	203	2536	920	00 P 1	.09CR	19.09	19.09		[illegible]
	203	2536	930	00 P 1	.12CR	27.92	3,104.97		office
			TOT	P1	.24CR	293.62	102,608.53		
			TOT	N1			1.78		
			** JOB TOTALS **		.24CR**	293.62 **	102,610.31 **		
DAGMAR RD-WEBSTER RD HES 9674 CONT NO FA PROJ NOS HES 9674004 100								STATE	
	203	2539	296	00 N 9		7,034.70CR	70,611.19CR		
	203	2539	297	00 N 9		22.25	6,378.28		
	203	2539	298	00 N 9		7,012.45	64,232.91		
	203	2539	401	00 P 1		5,940.00	41,023.00		

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 80148

Project No. IX-9718(10)

Project S.E. 97th Ave. S.E. 122 nd Ave. Unit 2 Highway Co. Rd. County Clackamas

Type of Work Gr. Dr. H-T Pave & Traf. Signal Length-Rdy. ____ Brs. ____ Total ____

PR-1 Estimate - Date Submitted 8-5-85 Amount 1,410,000 Government 1,198,500 State -- Co. ~~City~~ 211,500

PA Estimate - Date Submitted 12-19-85 Amount 1,449,937 Government 1,232,445 State -- Co. City 217,492

Rev PA Estimate - Date Submitted 3-13-90 Amount 1,393,914 Government 1,183,071 State - Co. City 210,843

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

Preliminary Engineering Phase I ____ Phase II ____ Rights of Way ____ Construction ____ Other ____

Project Agreement - Amount 1,232,445.00 Date 12-23-85 State Contract No. 10157 P.P.R. Copy 1-21-86

Modified Agreement - Amount 1,183,071 Date 3-16-90 State Contract No. ____ P.P.R. Copy ____

Modified Agreement - Amount ____ Date ____

Modified Agreement - Amount ____ Date ____

Modified Agreement - Amount ____ Date ____

Modified Agreement - Amount ____ Date ____

Modified Agreement - Amount ____ Date ____

Pro-rata ____ Group 1 ____ Group 2 ____ Group 3 ____ Group 8 ____ Group 9 ____

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix C 10157	Prefix	Prefix	Prefix
Final	1-7-91	0.00	1,182,225.25	1-25-91				
	Total							

FORM 734-3144 (Rev. 11-78)

10,157

1-3-91

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10,157 1-8-91

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 10 30 85
TO 11 25 87

FEDERAL AID PROJECT NO.
IX 9718 (10)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
1,424,355.28	1,390,853.24	88.15	1,182,225.25	1,182,225.25	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
1/8/91

SIGNATURE OF AUTHORIZED OFFICIAL
Robert E Warber
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SE 97TH AVENUE - SE 122ND AVENUE (UNIT 2) SECTOPM SUNNYSIDE ROAD CLACKAMAS COUNTY					
	CONSTRUCTION TYPE CODE IOOO ROADWAY (STA. 531+20 TO STA. 586+40)					
	Final contract Payment Summary		Lump	Sum	$1,119,693.93	
SFO#1&4	Permanent & Temporary striping roadway & Bikeway (State)		All	Required	$ 3,617.92	
	EEO monitoring		All	Required	$ 776.81	
SFO # 6	Right of Way monumentation		All	Required	$ 3,699.42	
SFO # 7	Credit project for review, design, & survey work for Safeway Stores, Inc. done by Contractor		All	Required	$ (1,044.62)	
SFO # 8	Install 8" perforated pipe (Clackamas County)		All	Required	$ 14,220.31	1,134,623.93
	TOTAL IOOO				$ 1,140,963.77	
	TYPE CODE YO31 (.02) TRAFFIC SIGNAL (1 LOCATION)					
	Final contract payment summary		Lump	Sum	$ 67,000.00	
SFO # 2	State furnished Prom & Program (State)		All	Required	$ 272.15	
SFO # 4	Signal control test & Turn-on (State)		All	Required	$ 2,675.00	
	TOTAL TYPE CODE YO31				$ 69,947.165	
	TOTAL CONSTRUCTION COSTS				$ 1,210,910.92	
	CONSTRUCTION ENGINEERING					
	State		All	Required	$ 177,131.41	
	Work done by Clackamas County		All	Required	$ 3,242.42	
	Liquidated damages		All	Required	$ (500.00)	
	TOTAL CONSTRUCTION ENGINEERING				$ 179,873.83	
	AMOUNT CARRIED FORWARD					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	MISCELLANEOUS PROJECT COSTS					
	Audit costs		All	Required	$ 68.49	
	TOTAL PARTICIPATING COSTS				$1,390,853.24	
	NON-PARTICIPATING COSTS					
	Final contract payment summary		Lump	Sum	$ 4,610.56	✓
	Interest on vendor payments		All	Required	$ 108.00	✓
	Construction engineering (State)		All	Required	$ 28,783.48	
	TOTAL NON-PARTICIPATING COSTS		All	Required	$ 33,502.04	
	TOTAL PROJECT COSTS				$ 1,424,355.28	
	AMOUNT CARRIED FORWARD					

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 8, 1990

Federal-Aid Project No. IX-9718(5)

S. E. 97th Ave.-S. E. 122nd Ave. Section
Sunnyside Road
Clackamas County

Revised Project Agreement Estimate

Type Code ROWA
Right-Of-Way (Sta. 508+00 to 580+00)

Total from previous estimate of July 13, 1987	$	664,920.00
Decrease in Right-of-Way Costs		227,000.00
Total	$	437,920.00

Length of Project ---------------- 1.36 mi.

Relocation Assistance

Total from previous estimate of July 13, 1987	$	7,700.00

Summary of Funds (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Right-of-Way	772	$ 194,920.00	$ 165,682.00	$ 17,543.00	$ 11,695.00
Right-of-Way	177	243,000.00	206,550.00	21,870.00	14,580.00
Relocation Ass.	177	7,700.00	6,545.00	693.00	462.00
Total		$ 445,620.00	$ 378,777.00	$ 40,106.00	$ 26,737.00

E. A. No.: C203-2536 (772)
C203-2543 (177)

DCN:pk

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-199	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Clackamas
MODIFICATION NUMBER 5		Project Number IX-9718(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 1982, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 672,620.00	$ 445,620.00	
Federal funds	$ 406,045.00	$ 213,095.00	(177)
Other revisions	165,682.00	165,682.00	(772)

This modification is made for the following reasons: to deobligate appn code 177 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of December, 1990.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

~~By~~ For: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Alan R. Steger
Acting Division Administrator

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-56 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Clackamas Project Number IX-9718(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 23, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,449,937.00	$ 1,393,914.00
Federal funds	$ 1,232,445.00	$ 1,183,071.00
Other revisions		

This modification is made for the following reasons: To deobligate appn. code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of MAR, 1990.

Oregon State Highway Division
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 13, 1990

Federal-Aid Project No. IX-9718(10)

S. E. 97th Ave.-S. E. 122nd Ave. (Unit 2) Section
Sunnyside Road
Clackamas County

Revised Project Agreement Estimate

Type Code I000
Roadway (Sta. 531+20 to Sta. 586+40)

Subtotal from previous estimate of December 19, 1985	$ 1,183,659.20
Decrease in construction costs	37,500.00
Subtotal	$ 1,146,159.20
Engineering	147,956.80
Total	$ 1,294,116.00

Type Code Y031
Traffic Signal (1 Location)

Total from previous estimate of December 19, 1985	$ 78,046.00

Length of Project ---------------- 1.045 mi.
Cost of Roadway per Mile ----------- $1,238,388.52

Reserved Used

E. W. O. #1, S. F. O. #6	$ 19,688.00

Nonparticipating Items

Total from previous estimate of December 19, 1985	$ 2,064.00

Summary of Funds (85%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 1,294,116.00	$ 1,099,998.00	$ 194,118.00
Traffic Signal	78,046.00	66,339.00	11,707.00
Reserve Used	19,688.00	16,734.00	2,954.00
Nonparticipating	2,064.00	0.00	2,064.00
Total	$ 1,393,914.00	$ 1,183,071.00	$ 210,843.00

Appn Code: 177
Contract No. 10,157
E. A. No. C10157

DCN:pk

10,157

N

TO BE COMPLETED BY FHWA		
12 189	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 12-23-85	STATE Oregon COUNTY Clackamas PROJECT NO. IX-9718(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. 97th Avenue - S.E. 122nd Avenue (Unit 2)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10/30/85	1.045

OTHER *(Specify)*

FUNDS Pro-rata 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,449,937.00	$ 1,232,445.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
By XX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator DEC 23 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G-File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 19, 1985

FEDERAL AID PROJECT NO. IX-9718(10)

S.E. 97TH AVE.-S.E. 122ND AVE. (UNIT 2) SECTION
SUNNYSIDE ROAD
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 531+20 to Sta. 586+40)

Mobilization	Lump Sum	All	Lump Sum	$ 81,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	7,000.00
Temporary Signs	Sq. Ft.	910	8.00	7,280.00
Temporary Barricades	Each	35	53.00	1,855.00
Temporary Plastic Safety Markers	Each	85	30.00	2,550.00
Flaggers	Hour	2,000	19.00	38,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	60,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	6,400.00
Ditch Excavation	Cu. Yd.	92	6.00	552.00
Embankment in Place	Cu. Yd.	41,450	4.25	176,162.50
Trench Excavation	Cu. Yd.	3,465	6.00	20,790.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	5,000.00
Watering	M-Gal.	1,700	12.00	20,400.00
1"-0 Aggregate Base	Ton	26,000	7.50	195,000.00
Class "C" Asphalt Concrete Mixture	Ton	8,700	19.00	165,300.00
Asphalt Cement in Mixture	Ton	520	180.00	93,600.00
Concrete in Box Culverts	Cu. Yd.	128	280.00	35,840.00
Reinforcement in Box Culverts	Lb.	21,050	0.80	16,840.00
12-inch Culvert Pipe	Lin. Ft.	214	10.00	2,140.00
18-inch Culvert Pipe	Lin. Ft.	100	13.00	1,300.00
4-inch Storm Sewer Pipe	Lin. Ft.	56	12.00	672.00
6-inch Storm Sewer Pipe	Lin. Ft.	10	14.00	140.00
12-inch Storm Sewer Pipe	Lin. Ft.	4,400	12.00	52,800.00
15-inch Storm Sewer Pipe	Lin. Ft.	1,330	13.00	17,290.00
18-inch Storm Sewer Pipe	Lin. Ft.	1,123	17.00	19,091.00
Extra for Pipe Under Pavement	Lin. Ft.	1,804	11.00	19,844.00
Concrete Manholes	Each	32	1,120.00	35,840.00
Concrete Inlets, Type CG-2	Each	55	420.00	23,100.00
Concrete Inlets, Type D	Each	2	450.00	900.00
Concrete Inlets, Type G-2MA	Each	2	520.00	1,040.00
8-inch Drain Pipe	Lin. Ft.	190	10.00	1,900.00
Gravel in Drains	Cu. Yd.	25	20.00	500.00
Type 1 Fence	Lin. Ft.	430	2.40	1,032.00
Concrete Walks	Sq. Yd.	35	17.00	595.00

Concrete Curbs	Lin. Ft.	10,800	3.00	32,400.00
Concrete Islands	Cu. Yd.	7	200.00	1,400.00
Extra for Asphalt Approaches	Each	56	250.00	14,000.00
Geotextile Fabric in Drains	Sq. Yd.	190	1.50	285.00
Loose Riprap, Class 50	Cu. Yd.	5	20.00	100.00
Adjusting Inlets	Each	1	275.00	275.00
Capping Inlets	Each	1	225.00	225.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	380.00
Wood Sign Posts	Lump Sum	All	Lump Sum	810.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	1,300.00
Type "C" & "D" Signs in Place	Sq. Ft.	40	9.00	360.00
Type "EE" Signs in Place	Sq. Ft.	25	11.00	275.00
Type "I" Signs in Place	Sq. Ft.	48	10.00	480.00
Type "U" Signs in Place	Sq. Ft.	103	14.00	1,442.00
Seeding, Fertilizing and Mulching	Acre	3	730.00	2,190.00
				$1,167,675.50

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 5,300.00
Temporary Pavement Striping	All Required	2,000.00
Bikeway Striping and Legend	All Required	2,500.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	6,183.70
		$ 15,983.70
	SUBTOTAL	$1,183,659.20
	Engineering	147,956.80
	TOTAL	$1,331,616.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 52,000.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	6,000.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	9,000.00
				$ 67,000.00

ANTICIPATED ITEMS

State Furnished Prom & Program	All Required	$ 700.00
Signal Controller Testing	All Required	1,425.00
Opticom Testing	All Required	250.00
		$ 2,375.00
	SUBTOTAL	$ 69,375.00
	Engineering	8,671.00
	TOTAL	$ 78,046.00

Length of Project --------------- 1.045 miles

Cost of Roadway Per Mile -------- $1,274,273.68

RETAIN IN RESERVE

Bikeway Signs	All Required	$ 800.00
Right of Way Monumentation	All Required	25,000.00
House Sanitary Sewer Connections	All Required	10,000.00
	SUBTOTAL	$ 35,800.00
	Engineering	4,475.00
	TOTAL	$ 40,275.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Roadway	$1,331,616.00	$1,131,873.00	$199,743.00
Traffic Signal	78,046.00	66,339.00	11,707.00
SUBTOTAL	$1,409,662.00	$1,198,212.00	$211,450.00
Reserve	40,275.00	34,233.00	6,042.00
TOTAL	$1,449,937.00	$1,232,445.00	$217,492.00

Group 010: 0%; Group 011: 100%
Contract No. 10157
Prefix: C303-1904 (PE)
Prefix: C10157

Appn Code: 177

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	24	86.00	$2,064.00

DRH:pf/me

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C3031904
  000          SE 97TH - SE 122ND
   899          ACTIV NOT ON SRC DOC
     504          ODOT-  BLPRT SVC

       0100         ST HWY ENG                                         167.30
       7365         TCH DSIGN TM N.2 R D                                 2.40

****504           ODOT-  BLPRT SVC       TOTAL                         169.70

     570          RENT OR LEAS - OTHR

       9999         HIGHWAY ALLOC.                                     112.50

****570           RENT OR LEAS - OTHR    TOTAL                         112.50
***899          ACTIV NOT ON SRC DOC    TOTAL                          282.20

    900         PROJ ENG FLD OFC
     001          REGULAR WORK TIME

       1090         PROJ DEVEL UNIT METR                                20.98
       1093         LOC GRP METRO REG                                  451.96
       8018         PRJ MGR 8018 METR RE                               976.72
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10,157

4-1

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 EA
  SUBJOB
   ACTIVITY
    OBJ DETL
     CHRG UNIT                                             TOTAL PROJ
 C3031904                                                     COST
  000          SE 97TH - SE 122ND
   900          PROJ ENG FLD OFC
    001          REGULAR WORK TIME

****001          REGULAR WORK TIME      TOTAL                  1,449.66

    032          COMPEN TIM EARN

****032          COMPEN TIM EARN        TOTAL                       .00

    260          RNT OR LEAS BLDG OFC

     8018         PRJ MGR 8018 METR RE                            521.00

****260          RNT OR LEAS BLDG OFC   TOTAL                    521.00

    278          ELECTRICAL SERVICE

     8018         PRJ MGR 8018 METR RE                             36.19

****278          ELECTRICAL SERVICE     TOTAL                     36.19

    550          RENT OF EQT-ASSGN

     8018         PRJ MGR 8018 METR RE                             25.45

****550          RENT OF EQT-ASSGN      TOTAL                     25.45
***900          PROJ ENG FLD OFC        TOTAL                  2,032.30

   902          CIT INVOL ACTIV
    134          PHOT/VID SUPP & FLM

     9999         HIGHWAY ALLOC.                                   44.25

****134          PHOT/VID SUPP & FLM    TOTAL                     44.25

    504          ODOT-  BLPRT SVC

****504          ODOT-  BLPRT SVC       TOTAL                       .00
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98-0

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 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                                 TOTAL PROJ
     CHRG UNIT                                                  COST
 C3031904
  000          SE 97TH - SE 122ND
   902          CIT INVOL ACTIV
    504          ODOT-  BLPRT SVC

***902          CIT INVOL ACTIV          TOTAL                    44.25

   903          FINAL DSIGN FOR PROJ
    504          ODOT-  BLPRT SVC

     0100         ST HWY ENG                                       93.18

****504          ODOT-  BLPRT SVC        TOTAL                    93.18
***903          FINAL DSIGN FOR PROJ     TOTAL                    93.18

   904          PRELIM DSIGN FOR PRO
    504          ODOT-  BLPRT SVC

     0100         ST HWY ENG                                        3.60

****504          ODOT-  BLPRT SVC        TOTAL                     3.60
***904          PRELIM DSIGN FOR PRO     TOTAL                     3.60

   905          FINAL DSIGN FOR PROJ
    001          REGULAR WORK TIME

     7000         ROAD DESIGN SECTION                              21.10
     7300         FINAL DESIGN UNIT                                31.72
     7301         CPU AID DRAFT                                    52.84
     7330         DSIGN TM N.3 R DSIGN                          3,439.06
     7350         DSIGN TM N.5 R DSIGN                            256.91
     7360         FINAL DESIGN GROUP                               79.80
     7362         STANDARDS CREW                                   99.47
     7363         TECH DSIGN CREW                                 513.19
     7364         TCH DSIGN TM N.1 R D                            253.02
     7365         TCH DSIGN TM N.2 R D                          2,885.60

****001          REGULAR WORK TIME       TOTAL                 7,632.71

    030          OVERTIME

     7301         CPU AID DRAFT                                   237.84
     7364         TCH DSIGN TM N.1 R D                            109.33
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL
     CHRG UNIT                                              TOTAL PROJ
 C3031904                                                      COST
  000          SE 97TH - SE 122ND
   905          FINAL DSIGN FOR PROJ
    030          OVERTIME

     7365         TCH DSIGN TM N.2 R D                           506.76

****030          OVERTIME                TOTAL                   853.93

    130          STATNY & OFC SUPP EX

     7300         FINAL DESIGN UNIT                               46.50

****130          STATNY & OFC SUPP EX    TOTAL                    46.50

    504          ODOT-  BLPRT SVC

     0100         ST HWY ENG                                      55.20
     7330         DSIGN TM N.3 R DSIGN                           215.70

****504          ODOT-  BLPRT SVC        TOTAL                   270.90
***905          FINAL DSIGN FOR PROJ    TOTAL                  8,804.04

   906          REDESIGN PROJECTS
    001          REGULAR WORK TIME

     7361         PLANS & MAP CREW                                11.99

****001          REGULAR WORK TIME       TOTAL                    11.99
***906          REDESIGN PROJECTS       TOTAL                     11.99

   907          TEMP PROTEC & DIRCT
    001          REGULAR WORK TIME

     7331         SIGN DESIGN CREW                             1,055.33
     7365         TCH DSIGN TM N.2 R D                           176.78

****001          REGULAR WORK TIME       TOTAL                 1,232.11

    504          ODOT-  BLPRT SVC

     7331         SIGN DESIGN CREW                                15.60
     7365         TCH DSIGN TM N.2 R D                             1.80
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL
     CHRG UNIT                                                TOTAL PROJ
 C3031904                                                        COST
  000          SE 97TH - SE 122ND
   907          TEMP PROTEC & DIRCT
    504          ODOT-  BLPRT SVC

****504          ODOT-  BLPRT SVC         TOTAL                    17.40
***907          TEMP PROTEC & DIRCT       TOTAL                 1,249.51

   909          PREPR RT OF WAY DESC
    001          REGULAR WORK TIME

     7111         RT OF WAY DESC CREW                             413.99

****001          REGULAR WORK TIME        TOTAL                   413.99
***909          PREPR RT OF WAY DESC      TOTAL                   413.99

   910          PREPR RT OF WAY DESC
    001          REGULAR WORK TIME

     7111         RT OF WAY DESC CREW                             141.42

****001          REGULAR WORK TIME        TOTAL                   141.42
***910          PREPR RT OF WAY DESC      TOTAL                   141.42

   911          SIGN DESIGN
    001          REGULAR WORK TIME

     7611         TRAFFIC SIGNAL GROUP                          1,143.67
     7612         TRAFFIC DESIGN GROUP                            983.03
     7615         INVEST RESRCH GRP                               440.03
     7621         PROJ ANYL GRP                                   135.34

****001          REGULAR WORK TIME        TOTAL                 2,702.07

    030          OVERTIME

     7615         INVEST RESRCH GRP                                64.45
     7621         PROJ ANYL GRP                                    33.84

****030          OVERTIME                 TOTAL                    98.29

    504          ODOT-  BLPRT SVC
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                                 TOTAL PROJ
     CHRG UNIT                                                  COST
 C3031904
  000          SE 97TH - SE 122ND
   911          SIGN DESIGN
    504          ODOT-  BLPRT SVC

     0100         ST HWY ENG                                         1.80
     7611         TRAFFIC SIGNAL GROUP                               7.20

****504          ODOT-  BLPRT SVC       TOTAL                        9.00
***911          SIGN DESIGN             TOTAL                    2,809.36

   914          UTILITY LIAISON
    001          REGULAR WORK TIME

     1090         PROJ DEVEL UNIT METR                           1,815.45
     7700         RIGHT OF WAY SECTION                              93.44
     7783         RR UTIL UNIT                                      59.36
     8012         PRJ MGR 8012 METR RE                              13.85

****001          REGULAR WORK TIME      TOTAL                    1,982.10

    550          RENT OF EQT-ASSGN

     1001         DSIGN GRP METRO REG                               25.20

****550          RENT OF EQT-ASSGN      TOTAL                       25.20
***914          UTILITY LIAISON         TOTAL                    2,007.30

   920          PROJECT PROGRAMMING
    001          REGULAR WORK TIME

     0631         FEDERAL AID GROUP                                154.72

****001          REGULAR WORK TIME      TOTAL                      154.72
***920          PROJECT PROGRAMMING     TOTAL                      154.72

   921          PREP SPECF & EST PRJ
    001          REGULAR WORK TIME

     7000         ROAD DESIGN SECTION                                9.71
     7200         SPECIFICATIONS UNIT                            2,058.58

****001          REGULAR WORK TIME      TOTAL                    2,068.29

    136          PRINT & REPRO
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                                 TOTAL PROJ
     CHRG UNIT                                                  COST
 C3031904
   000          SE 97TH - SE 122ND
    921          PREP SPECF & EST PRJ
     136          PRINT & REPRO

      0500         ACCOUNTING SECTION                                  858.80

****136           PRINT & REPRO          TOTAL                         858.80

     501          ODOT - WD PROC

      0100         ST HWY ENG                                           49.75
      7200         SPECIFICATIONS UNIT                                 160.50

****501           ODOT - WD PROC         TOTAL                         210.25

     504          ODOT-  BLPRT SVC

      7200         SPECIFICATIONS UNIT                                  52.80

****504           ODOT-  BLPRT SVC       TOTAL                          52.80
***921           PREP SPECF & EST PRJ    TOTAL                       3,190.14

    960          REVW & PROC PRJ PROS
     001          REGULAR WORK TIME

      7144         LOCATION PROGRAM                                     45.20

****001           REGULAR WORK TIME      TOTAL                          45.20

     136          PRINT & REPRO

      0500         ACCOUNTING SECTION                                    3.34

****136           PRINT & REPRO          TOTAL                           3.34
***960           REVW & PROC PRJ PROS    TOTAL                          48.54
**000           SE 97TH - SE 122ND       TOTAL                      21,286.54

   001          SE 97TH - SE 122ND
    899          ACTIV NOT ON SRC DOC
     148          RNT OR LEAS OFC EQT

      8018         PRJ MGR 8018 METR RE                                 42.14
```

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REPORT NO: FMRP930-1                                  OREGON DEPARTMENT OF TRANSPORTATION                              PAGE     32
RRN:          2140                                      FINANCIAL MANAGEMENT SYSTEM                                    RUN 04/10/89 20:33
AGY: 02  RPT TYPE: PS                                     FINALED PROJECTS JCS

 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                            TOTAL PROJ
     CHRG UNIT                                             COST
 C3031904
  001           SE 97TH - SE 122ND
   899           ACTIV NOT ON SRC DOC
    148           RNT OR LEAS OFC EQT

****148           RNT OR LEAS OFC EQT    TOTAL                  42.14
***899           ACTIV NOT ON SRC DOC    TOTAL                  42.14

   900           PROJ ENG FLD OFC
    001           REGULAR WORK TIME

     1090          PROJ DEVEL UNIT METR                         11.35
     8023          PRJ MGR 8023 METR RE                        251.41

****001           REGULAR WORK TIME      TOTAL                 262.76

    032           COMPEN TIM EARN

     8023          PRJ MGR 8023 METR RE                        188.56

****032           COMPEN TIM EARN        TOTAL                 188.56

    456           SMALL TOOL PURC

     8018          PRJ MGR 8018 METR RE                         65.00

****456           SMALL TOOL PURC        TOTAL                  65.00
***900           PROJ ENG FLD OFC        TOTAL                 516.32

   902           CIT INVOL ACTIV
    504           ODOT-  BLPRT SVC

     8019          PRJ MGR 8019 METR RE                        147.70

****504           ODOT-  BLPRT SVC       TOTAL                 147.70
***902           CIT INVOL ACTIV         TOTAL                 147.70

   914           UTILITY LIAISON
    001           REGULAR WORK TIME

     7700          RIGHT OF WAY SECTION                         42.75

****001           REGULAR WORK TIME      TOTAL                  42.75
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REPORT NO: FMRP930-1                                 OREGON DEPARTMENT OF TRANSPORTATION                                PAGE
RRN:          2140                                      FINANCIAL MANAGEMENT SYSTEM                                     RUN 04/10.
AGY: 02  RPT TYPE: PS                                      FINALED PROJECTS JCS
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                            TOTAL PROJ
     CHRG UNIT                                             COST
 C3031904
  001          SE 97TH - SE 122ND
   914          UTILITY LIAISON
    001          REGULAR WORK TIME

***914          UTILITY LIAISON          TOTAL                     42.75

   921          PREP SPECF & EST PRJ
    001          REGULAR WORK TIME

     7000         ROAD DESIGN SECTION                              13.82
     7200         SPECIFICATIONS UNIT                              49.73

****001          REGULAR WORK TIME       TOTAL                     63.55

    136          PRINT & REPRO

     0500         ACCOUNTING SECTION                                4.60

****136          PRINT & REPRO           TOTAL                      4.60

    504          ODOT-  BLPRT SVC

     7200         SPECIFICATIONS UNIT                             483.50

****504          ODOT-  BLPRT SVC        TOTAL                    483.50
***921          PREP SPECF & EST PRJ     TOTAL                    551.65
**001          SE 97TH - SE 122ND        TOTAL                  1,300.56

  010          SE 97TH - SE 122ND
   899          ACTIV NOT ON SRC DOC
    299          OBJ NOT ON SRC DOC

     0100         ST HWY ENG                                       87.75

****299          OBJ NOT ON SRC DOC      TOTAL                     87.75
***899          ACTIV NOT ON SRC DOC     TOTAL                     87.75
**010          SE 97TH - SE 122ND        TOTAL                     87.75

  011          SE 97TH - SE 122ND
   050          AUDIT SERVICES
    001          REGULAR WORK TIME
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REPORT NO: FMRP930-1                            OREGON DEPARTMENT OF TRANSPORTATION                        PAGE    34
RRN:          2140                                  FINANCIAL MANAGEMENT SYSTEM                            RUN 04/10/89 20:33
AGY: 02  RPT TYPE: PS                                  FINALED PROJECTS JCS

 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                          TOTAL PROJ
     CHRG UNIT                                           COST
 C3031904
  011          SE 97TH - SE 122ND
   050          AUDIT SERVICES
    001          REGULAR WORK TIME

     0500         ACCOUNTING SECTION                                  136.98

****001          REGULAR WORK TIME      TOTAL                         136.98
***050          AUDIT SERVICES          TOTAL                         136.98

   899          ACTIV NOT ON SRC DOC
    299          OBJ NOT ON SRC DOC

     0100         ST HWY ENG                                       35,002.05

****299          OBJ NOT ON SRC DOC     TOTAL                      35,002.05
***899          ACTIV NOT ON SRC DOC    TOTAL                      35,002.05

   900          PROJ ENG FLD OFC
    341          COOP PMT LOCL GOV

     1051         FED AID SPEC METRO R                              1,150.91

****341          COOP PMT LOCL GOV      TOTAL                       1,150.91

    598          LUMP SUM ENG COST

     0523         BILLINGS AND REVENUE                                 30.06
     0631         FEDERAL AID GROUP                                 5,661.71-

****598          LUMP SUM ENG COST      TOTAL                       5,631.65-
***900          PROJ ENG FLD OFC        TOTAL                       4,480.74-

   901          PROJ ENG CONSUL
    001          REGULAR WORK TIME

     0521         BILLING SYSTEM                                        8.74

****001          REGULAR WORK TIME      TOTAL                           8.74
***901          PROJ ENG CONSUL         TOTAL                           8.74

   903          FINAL DSIGN FOR PROJ
    598          LUMP SUM ENG COST
```

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EA
 SUBJOB
  ACTIVITY
   OBJ DETL                                             TOTAL PROJ
    CHRG UNIT                                              COST
C3031904
 011          SE 97TH - SE 122ND
  903          FINAL DSIGN FOR PROJ
   598          LUMP SUM ENG COST

    0523         BILLINGS AND REVENUE                               30.06-

****598         LUMP SUM ENG COST      TOTAL                        30.06-
***903         FINAL DSIGN FOR PROJ    TOTAL                        30.06-

  910          PREPR RT OF WAY DESC
   598          LUMP SUM ENG COST

    0631         FEDERAL AID GROUP                               5,000.00-

****598         LUMP SUM ENG COST      TOTAL                     5,000.00-
***910         PREPR RT OF WAY DESC    TOTAL                     5,000.00-
**011         SE 97TH - SE 122ND       TOTAL                    25,636.97

 020          SE 97TH - SE 122ND
  899          ACTIV NOT ON SRC DOC
   299          OBJ NOT ON SRC DOC

    0100         ST HWY ENG                                      1,358.49

****299         OBJ NOT ON SRC DOC     TOTAL                     1,358.49

***899         ACTIV NOT ON SRC DOC    TOTAL                     1,358.49
**020         SE 97TH - SE 122ND       TOTAL                     1,358.49

 021          SE 97TH - SE 122ND
  899          ACTIV NOT ON SRC DOC
   299          OBJ NOT ON SRC DOC

    0100         ST HWY ENG                                     85,718.00

****299         OBJ NOT ON SRC DOC     TOTAL                    85,718.00

***899         ACTIV NOT ON SRC DOC    TOTAL                    85,718.00
**021         SE 97TH - SE 122ND       TOTAL                    85,718.00

 031          SE 97TH - SE 122ND
  899          ACTIV NOT ON SRC DOC
   299          OBJ NOT ON SRC DOC
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REPORT NO: FMRP930-1                             OREGON DEPARTMENT OF TRANSPORTATION                         PAGE    36
RRN:          2140                                 FINANCIAL MANAGEMENT SYSTEM                              RUN 04/10/89 20:33
AGY: 02  RPT TYPE: PS                                FINALED PROJECTS JCS

  EA
   SUBJOB
    ACTIVITY
     OBJ DETL                                             TOTAL PROJ
      CHRG UNIT                                              COST
  C3031904
   031           SE 97TH - SE 122ND
    899            ACTIV NOT ON SRC DOC
     299             OBJ NOT ON SRC DOC

      0100            ST HWY ENG                                  135,939.91

****299              OBJ NOT ON SRC DOC     TOTAL                 135,939.91
***899             ACTIV NOT ON SRC DOC     TOTAL                 135,939.91

    900            PROJ ENG FLD OFC
     598             LUMP SUM ENG COST

      0631            FEDERAL AID GROUP                             5,661.71

****598              LUMP SUM ENG COST      TOTAL                   5,661.71
***900             PROJ ENG FLD OFC         TOTAL                   5,661.71

    910            PREPR RT OF WAY DESC
     598             LUMP SUM ENG COST

      0631            FEDERAL AID GROUP                             5,000.00

****598              LUMP SUM ENG COST      TOTAL                   5,000.00
***910             PREPR RT OF WAY DESC     TOTAL                   5,000.00
**031            SE 97TH - SE 122ND         TOTAL                 146,601.62
*C3031904                                   TOTAL                 281,989.93
```

jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 6	**COUNTY** Clackamas	**DIVISION** Oregon
DATE OF REPORT 11/18/87	**REPORT MADE BY** Mike Cribb, Highway Engineer Trainee		**PROJECT NO.** IX-9718(10)
COMPLETION DATE (Actual) 10/1/86	**ACCEPTANCE DATE BY CONRTACT AGENCY** 7/8/87	**TIME ELAPSED** 100 %	**CONTRACT TIME** 300 Calendar days

LOCATION

FAU 9718 (Sunnyside Rd.) S.E. 97th Ave. - S.E. 122nd Ave. (Unit 2)

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. E. 97TH AVE. - S. E. 122ND AVE. (UNIT 2)
FAU 9718 (SUNNYSIDE RD.)
Grading, Paving & Signals

This project involves widening an existing two-lane highway to a three-lane section with paved shoulders, curbs and sidewalks. A signal was installed at the intersection of Sunnyside Rd. and 122nd Ave.

The contract was awarded to Bonstan Construction Co. on December 19, 1985. Work began on January 28, 1986 and was completed on October 1, 1986. The total cost of the project overran the original authorization by less than one percent.

The contract was completed in substantial compliance with the plans and specifications and acceptance is recommended.

- MEC -

NOTED
. E. SCHWART

RECEIVED
STATE HWY ENGR
NOV 27 '87
REFER TO Fredrickson
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

ly
12/2

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**
SIGNATURE Michael E. Cribb	**SIGNATURE**
TITLE Highway Engineer Trainee — **DATE** 11-25-87	**TITLE** District Engineer A — **DATE** 11/25/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10,157

July 23, 1987

CON 5 - #10,157

Industrial Indemnity Company
  of the Northwest
Bond Department
101 SW Main, Suite 1300
Portland, OR 97204

On July 10, 1987, we wrote to you concerning release of final payment on Contract No. 10,157 awarded to Bonstan Construction Co., Inc. for work on the SE 97th Avenue-SE 122nd Avenue, Unit 2 Section of FAU 9718 in Clackamas County.

Final payment on this contract is $1,500.00 and the total contract amount is $1,190,804.49. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Bonstan Construction Co., Inc.
15635 SE 114th, Suite 103
P.O. Box 32
Clackamas, OR 97015

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,157

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10157

TO: Commission Services

DATE: July 8, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10157, On Site Work Substantially Completed October 1, 1986

All Work Completed February 25, 1987

Project SE 97th Ave.-SE 122nd Ave., Unit 2

Highway FAU 9718 (Sunnyside Road)

County Clackamas

Type of Work Grading, Paving and Signals

Contractor Bonstan Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-10-87 - Surety letter written.

RECEIVED
JUL - 9 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C.48

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(10)
2. STATE PROJECT NO.
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80148

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN 17 '87
REFER TO
Potter!
FOR
Info | Inves | R/D

7. DATE AUTHORIZATION EFFECTIVE February 9, 1987
8. FEDERAL ROUTE NUMBER FAU 9718
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
S. E. 97th Ave. - S. E. 122nd Ave.

11. GENERAL DESCRIPTION OF WORK
Increase amount and correct authorization date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the corrected advance authorization date of 2/9/87 as requested in Mr. Fredrickson's letter of 5/27/87 as being cost effective for the use of Clackamas County forces to proceed with the above work.

State Force Order No. 8 Rev. is approved to a TEC of $14,220.31; Federal Funds $12,087.00.

14. DATE 6/15/87
15. SIGNATURE OF APPROVING OFFICIAL John T. Price
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,157

011

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) Clackamas County		("SFO") ORDER NO. Revised #8
PROJECT NAME (SECTION) SE 97th Ave - SE 122nd Ave		CONTRACT NO. C10157
HIGHWAY FAU 9718 (Sunnyside Road)	COUNTY Clackamas	ACTIVITY ~~OR OBJECT~~ DETAIL CODE 129 - ~~720~~ 720
		F.A. PROJECT NO. IX-9718(10)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

County forces are to install 8" perforated pipe at three locations to correct unanticipated drainage problems:

Station 543+50 to 548+10
575+50 to 576+04
581+49 to 582+75

ESTIMATE OF QUANTITIES AND COSTS:

Performed on actual cost basis:

Labor, Materials, Equipment.....$14,220.31

Effective date of authorization for work 2-9-87
LMH

EXPLANATION:

Revision necessary due to overrun of original estimate.

SUBMITTED BY TITLE Gary Kane	DATE	APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION Marvin Croft	DATE 5-8-87
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC Harold Wirick	DATE MAY 11 1987

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

986

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX--9718(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80148

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 19'87
REFER TO
Potter
FOR
Info | [illegible] | R/D | [illegible] | [illegible] | [illegible] | File

7. DATE AUTHORIZATION EFFECTIVE February 10, 1987

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
S. E. 97th Ave. - S. E. 122nd Ave. (Unit 2) Section

11. GENERAL DESCRIPTION OF WORK
Install pipe to relieve flooding

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/10/87 as requested in Mr. Fredrickson's letter of 3/10/87 as being cost effective for the use of Clackamas County forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $7,800; Federal Funds $6,630.

14. DATE 3/18/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

011

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) Clackamas County	("SFO") ORDER NO. 8
PROJECT NAME (SECTION) SE 97th Ave - SE 122nd Ave	CONTRACT NO. C10157
HIGHWAY FAU 9718 (Sunnyside Road) — COUNTY Clackamas	ACTIVITY OR OBJECT DETAIL CODE 129-720
	F.A. PROJECT NO. IX-9718 (10)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

County forces are to install 8" perforated pipe at three locations to correct unanticipated drainage problems:

Station 543+50 to 548+10
Station 575+50 to 576+04
Station 581+49 to 582+75

ESTIMATE OF QUANTITIES AND COSTS:

To be performed on an actual cost basis

Labor, Materials & Equipment.....$7,800

Effect [illegible] for work 2·10·87
LmH

EXPLANATION:

Contract work was completed in October 1986. Heavy rains in January 1987 made apparent some drainage problems that were not recognized during summer weather.

SUBMITTED BY Gary K
TITLE Project Manager
DATE 2-10-87

APPROVAL RECOMMENDED [redacted] [redacted] BY REGION
Marvin C
DATE 2-18-87

APPROVAL RECOMMENDED BY
DATE
TITLE

NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC
Gerald Kimer
DATE FEB 20 1987

1

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

960

734-1105 (Rev. 8-85)

10,157

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: January 2, 1987

In Reply Refer to File No.:
CON 5
10157

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9718(10)

Contract 10157, Work Completed October 1, 1986

Project SE 97th Ave.-SE 122nd Ave., Unit 2

Highway FAU 9718 (Sunnyside Road)

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Dec 18, 1986

Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
Rick Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
FEB 23 '87
REFER TO
FOR
Info | Invest | R/D | D.R | Sign | Act | File

RECEIVED
JAN 5 1987
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

10157

December 12, 1986

Bonstan Construction Co., Inc.
P. O. Box 32
Clackamas, OR 97015

CON 5
10157

Re: Time Extension Request
SE 47th Ave.-SE 122nd Ave.
Contract No. 10157
FAP No. IX-9718(10)

Your request for additional contract time in which to complete the above project has been reviewed. You requested an additional 17 calendar days due to five stated causes.

A contract time adjustment of an additional one calendar day is granted due to your Item No. 1, work of the Mt. Scott Water District. The adjusted contract time of completion for this project is October 1, 1986. This will eliminate all liquidated damages under this contract.

For your future information, the remaining delay items claimed could not have been considered since you apparently did not comply with the contract time protest requirements of Sections 108.08 and 108.09 of the contract Standard Specifications. Section 108.08 states, in part, that "when contract time is expressed as a fixed date, the contractor shall notify the Engineer in writing of any delay encountered which may be the basis for an adjustment of contract time. Such written notice shall be submitted to the Engineer within 20 days of the beginning of the delay."

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.
FHWA w/att.
Bruce Walton - Note: This is "N-P"

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 31, 1986

FROM: Marion Craft
MARION CRAFT
Region 1 Construction Engineer

SUBJECT:

S.E. 97th Avenue-S.E. 122nd Avenue
Sunnyside Road
Contract No. 10157
Time Extension Request

12-11-86
W. E. Schwartz -
I agree with Region and Project Manager and recommend a one C.D. time extension, but for a different reason. The only timely notice given was for a utility delay, as near as I can verify.
O. B Jackmond

Attached is the additional information you requested from the region and the project manager on this request, (Gary Kennen's letter of October 27, 1986).

The contractor submitted the time extension request before he finished work and requested 17 days for several reasons. By the time Gary Kennen got the request and analyzed it, the contract work was done, and there was an overrun of only one day.

There was extra work added to the contract at S.E. 122nd and Sunnyside, to widen portions of Sunnyside and S.E. 122nd, due to safety considerations brought about by future development in the immediate area.

Gary states that 5 days were spent on this activity and it was work on a critical path to completion of the contract. I agree with Gary's recommendation to grant one day for this added extra work.

Gary's letter of October 27, 1986 should also establish that the contractor was timely and in accordance with section 108.09 in submitting the time extension request.

Please let me know if a different kind of analysis, or more information is needed.

I'm enclosing the originals of the contractor's request, which was in our file.

MC:cms

cc: Gary Kennen

CE ...... CAE ......
COE ...... OM ......
OE ....
CA ....
CAM ....
ELO ______

RECEIVED
NOV 03 1986
SECTION

SPC ...... TC ____
...... CC ......
FE ...... CP ......
FOC ______
______
______

-128-1387

10157

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) SE 97th Ave - SE 122nd Ave (Unit 2)		WEEK ENDING December 6, 1986
HIGHWAY FAU 9718 (Sunnyside Road)	COUNTY Clackamas	CONTRACT NO C10157
CONTRACTOR Bonstan Construction Co	KIND OF WORK Grading, Paving, Signals	F.A. PROJECT NO IX-9718(10)
		DATE OF AWARD December 19, 1986

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 1,348,988.62	AUTHORIZATION	$ 103,271.86
ESTIMATED PROJECT COST	$ 1,236,609.78	COST THIS WEEK	$ -0-
		TOTAL TO DATE	$ 150,300.00
ESTIMATED PERCENT XXXXXX UNDERRUN	9 %	PERCENT OF AUTHORIZATION	145 %

FIRST NOTIFICATION DATE: January 28, 1986

ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND: October 1, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: December 15, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	9-30-86	286	287	100	no

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	41,450 CY	26,000 TN	8,700 TN			
EST. CORRECTED QUANTITIES	29,042 CY	27,451 TN	9,111 TN			
EST. PERFORMED TO DATE	29,042 CY	27,451 TN	9,111 TN			
PERCENT PERFORMED TO DATE	100	100	100	100		

ACTIVITIES THIS WEEK:

Project work complete. Office crew working on semi-final.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Complete semifinal.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Gary Kennen Gary Kennen

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

Continental Telephone of the Northwest
106 West Main Street
P.O. Box 507
Silverton, OR 97381
503 873 3601

CONTEL

November 18, 1986

Bonstan Construction Co.
P.O. Box 32
Clackamas, Oregon 97015

Attn: Robert E. Bailey

RE: Damaged cable facilities during construction of contract #10157 (S.E. 97th Ave./S.E. 122nd Ave.), Sunnyside Road.

Mr. Bailey,

Contel still holds your organization (Bonstan Construction Co.) liable for the damages and cost to repair damages to our existing buried cables along Sunnyside Road.

At the pre-construction conference it was determined that there were two (2) areas of concern as to the depth of our cable and the amounts of excavation in these areas. A Contel representative met with a State Hwy. Dept. inspector (John D. Burke,), it was determined at the field meet that by pot holing our facilities our cable would not be in conflict with the proposed excavation in those work areas. Our cable facilities were located and marked (painted) by Contel.

Your crews proceeded to damage our cable at five (5) locations throughout the route of the construction areas. We experienced numerous out of services and disruptions of service to our customers during the time of damages by your work forces.

Our original inovice #10288/350-6024000) to you was for $1,581.60. To date your've paid $188.25, a balance of $1,393.35 still remains. If we have not received the balance amount of $1,393.35 by December 19, 1986, we will turn this matter over to our Legal and Claims Dept. for their action under Oregon Law, Chapter 526, Section 2.

I do hope this matter can be resolved as soon as possible. If further dialogue is necessitated, feel free to contact me at 873-2155.

Thank you for your time,

Frank White

Frank White
Supr. Engineer O.S.P.
CTNW-Oregon

FW/hj

xc: O.S.H.D.-Commission Services
O.S.H.D.-John D. Burke,-Inspector
Contel-Paul Jensen - Construction Supr.
Contel-Ron Sitton - Telephone Services Supr.
Contel-M. Miller - Contract Administrator

RECEIVED
NOV 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.

November 14, 1986

CON 5 - #10,157

Continental Telephone Company
of the Northwest
P.O. Box 507
106 West Main Street
Silverton, OR 97381

Attention: Paul Jensen
Construction Supervisor

We have received your letter of November 11, 1986, requesting that we withhold funds from Bonstan Construction Co., Inc., on Contract No. 10,157 due to a damaged buried telephone cable.

The State does not withhold payments from contractors unless requested by the contractor's surety.

Under Oregon law, you may file a claim against Bonstan Construction. We are attaching a copy of that portion of the law which outlines the filing procedure.

Your claim should be mailed to 121 Transportation Building, Salem, OR 97310. We will notify the contractor, his bonding company, and the Secretary of State.

If you have any questions, you may call me at 378-6526.

Fran Neavoll
COMMISSION SERVICES

Attachment

FKN:cc

Continental Telephone Company
of the Northwest
P.O. Box 507
106 West Main Street
Silverton, OR 97381
503 873 3601

CONTEL

November 11, 1986

Commission Services
Oregon State Highway Division
Salem, Oregon 97030

RE: CONTRACT #10157

Dear Sirs,

During the construction phase of contract #10157, S.E. 97th Avenue, S.E. 122nd Avenue (Unit 2), Sunnyside Road, our buried telephone cable was damaged by your prime contractor, Bonstan Construction, on five separate occasions.

At the pre-construction conference it was determined there were only two areas of concern as to the depth of our facilities and the amount of excavation in these areas. Our company representative met with your inspector John D. Burke, O.S.H.D., 238-8338. At which time we potholed our cable and it was determined by Mr. Burke that our facilities were not in conflict with any excavation throughout the work area.

Attached you will find an invoice and letter from Bonstan disputing our billing except for one location where they admitted the damage was their fault.

It's Contels position that we met all of the requirements of the Oregon State Highway Division before start of construction along Sunnyside Road. Therefore, we request you withhold the amount still owing Contel from Bonstan's retainage. The original invoice was $1,581.60. To date Bonstan has paid $188.25, with $1,393.35 still outstanding.

If you have any questions please feel free to contact me at 873-2154.

Sincerely,

Paul Jensen

Paul Jensen
Construction Supervisor
CONTEL

PJ:las

xc: Frank White, Engineering, CONTEL
Ron Sitton, Telephone Services, CONTEL

RECEIVED
NOV 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BONSTAN CONSTRUCTION CO. P. O. BOX 32, CLACKAMAS, OREGON 97015 (503) 650-0004
GENERAL CONTRACTORS (503) 656-9759

September 30, 1986

Contel of the Northwest
PO Box 507
Silverton, OR 97318

Attn: Paul Jensen

Re: Invoice # 10288
Reference # 350-6024000

Dear Paul,

This letter is in reply to your above referenced invoice dated August 25, 1986 for the amount of $1,581.60. This charge is for 5 separate repairs on our Sunnyside Rd. Project. Bonstan does not feel all these repairs are our responsibility.

The damage done on July 23, 1986 for $188.25 was accidentally hit and was our fault. We would appreciate it if you could send some backup on how you arrived at your labor and material costs for our insurance records.

The damages on June 27, 1986 for $287.34 and July 29, 1986 for $669.16 were not our fault. The Oregon State Highway Dept. notified Contel that these lines were at or above the grade to be excavated and requested them to be lowered. The lines were either not lowered or not lowered enough and subsequently were damaged while doing contract work under the assumption the lines had been relocated so as not to conflict with the locations of the new utilities and the street grade.

The damages on July 21, 1986 for $237.01 and July 22, 1986 for $199.80 were also not our fault. Contel was notified of the work to be done under the OSHD contract and was requested to relocate any lines that would be in conflict with contract work. These two lines were damaged while digging catchbasins under the understanding that all lines had been relocated out of the way of our work.

If you have any questions please feel free to call.

Sincerely,

Robt E.

Robert E. Bailey

RECEIVED
NOV 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
OCT 6 1986
CONST. DEPT.

CONTEL REGISTER BILLING INVOICE

INVOICE NO. 10288

INVOICE DATE August 26, 1986

REFERENCE NO 350-6024000

Contel of the Northwest
P.O. Box 507
Silverton, Oregon 97381

Bonstan Construction
P.O. Box 32
Clackamas, Oregon 97015

ACCOUNT	DESCRIPTION		AMOUNT
350-60240-00	Damage to BFC 200x24 cable 2, pairs 426-500 at Sunnyside Road and Valley View Terrammon June 27, 1986 by heavy equipment excavating for a new road.		
		Materials	$ 23.10
		Labor	264.24
		SUBTOTAL	$ 287.34
	Damage to cable 2, pair 301-500 at 117th and Sunnyside Road on July 21, 1986 from back digging catch basins.		
		Materials	$ 82.58
		Labor	154.47
		SUBTOTAL	$ 237.05
	Damage to cable 2, pairs 301-500 at 122nd and Sunnyside Road on July 29, 1986 by bulldozer working on road widening.		
		Materials	$ 272.80
		Labor	396.36
		SUBTOTAL	$ 669.16
	Damage to cable 2, pairs 301-500 at 117th and Sunnyside Road on July 23, 1986 by backhoe digging on Sunnyside Road.		
	Paid 10-20-86	Materials	$ 23.10
		Labor	165.15
		SUBTOTAL	$ 188.25

RECEIVED
NOV 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PLANT ACCOUNTING COPY

FORM 86-0811-05 (1-78)

CONTEL REGISTER BILLING INVOICE

Contel of the Northwest
P.O. Box 507
Silverton, Oregon 97381

INVOICE NO. 10289
INVOICE DATE August 26, 1986
REFERENCE NO. 350-6024000

Bonstan Construction
P.O. Box 32
Clackamas, Oregon 97015

Page Two

ACCOUNT	DESCRIPTION		AMOUNT
350-6024000	Damage to cable 2, pairs 301-500 at Sunnyside Road and Valley View Terrace on July 22, 1986 by contractor hitting cable while digging catch basins.		
		Materials	$ 34.65
		Labor	165.15
		SUBTOTAL	$ 199.80
	TOTAL FOR ALL REPORTED DAMAGES FROM ABOVE NAMED COMPANY:		
		TOTAL	$ 1,581.60

Please do not remit with your telephone bill.

Forward payment to the following address:

Contel of the Northwest
P.O. Box 507
Silverton, Oregon 97381

xc: Mr. Dick Fleming
Oregon Dept. of Transportation
5821 N.E. Glisan St.
Portland, Oregon 97213

RECEIVED
NOV 14 1986
COMMISSIO SE VICES
DEPARTMENT OF TRANSPORTATION

PLANT ACCOUNTING COPY

FORM 86-0811-05 (1-78)

jc cc: HD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☒ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 4	COUNTY Clackamas	DIVISION Oregon
IN COMPANY WITH Gary Kennon and Marion Craft; OSHD			
DATE OF INSPECTION 7-30-86	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9718(10)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 79 %	WORK COMPLETED 65 %

RECEIVED
STAT HWY ENGR
AUG 8 '86
REFER TO Fredrickson
FOR
Info | Inves | R/O

cy 8/12

NOTED
W. E. SCHWARTZ

S. E. 97TH AVE. - S. E. 122ND AVE. (UNIT 2)
FAU 9718
Grading, Paving & Signals

This was an office and field review of the following activities;

1. Embankment construction
2. Asphaltic concrete acceptance procedures
3. Alternate weighing procedures
4. Traffic control
5. Base rock compaction
6. Project staffing

1. Embankment Construction:

We discussed embankment density control with the State's inspector. The inspector was just finishing up a proctor. The inspector explained the contractor is hauling material from numerous locations and therefore it is difficult to identify a particular curve with any of the embankment being constructed. The State has run four proctors on this project and is interpolating when necessary. The inspector noted that when rock is encountered the percent of density diminishes. At the time of the inspection the inspector was having another laboratory run specific gravity tests on rock in the embankment material. He expects the specific gravity of this rock is less than the curve he is using on his rock correction nomograph. This inspector appeared very knowledgeable in density control.

2. Asphaltic Concrete Acceptance Procedures;

The first truckload of AC arrived at the time we were on the project. We discussed the procedures the project inspectors intended to use to accept the asphaltic concrete. This contract contains Oregon's statistical specifications. The first random sample was to be taken at 348 tons. The contractor was starting very slowly and it appeared that the tests may not be taken the day of the inspection. Inspectors involved with the street inspection and sampling and testing of the AC had all received extensive training last winter by the State. Also this same crew had recently been working on a State project using identical specifications. From my discussion with these inspectors I conclude they are all highly knowledgeable in their jobs as a result of the recent intense training by the State.

The contractor is responsible for production quality control on this project. I reviewed his test results of AC rock production. The pay factor for gradation was well above unity. Attached is a printout of the contractor's test result for 11 sublots of AC rock production. The State's computer printout does not actually show the quality level but does show the pay factors (attachment No. 1). The pay factors were all above 1 indicating a very high quality level. Also I reviewed two of the State's check tests run during aggregate production. Cross referencing was recorded on the contractor's test results and could otherwise be determined by the use of dates of testing. We discussed the desirability of cross referencing from the State's check test also. The two check tests observed correlated very well with the contractor's results.

3. Alternate Weighing Procedure;

The contractor is supplying a weigh person for determining pay quantities of AC on this project. The material is weighed with both gross and tare weights at the contractor's plant and delivered to the project with a weigh ticket which is signed on the street. Near the project vicinity the State has a set of their own scales. Project inspection personnel advise that they intended to pull, at random, loaded AC trucks to check the contractor's weigh person and scales. They were aware of the frequency of checked weighing and of the importance of weighing both tare and gross weights.

4. Traffic Control;

At the time of this inspection the contractor closed Sunnyside Road between 117th and 122nd Avenue. The contract had allowed for this closure for the length of 7 days on two occasions. The contractor, State and County have agreed that in lieu of the two closures to make one closure of 14 days in an effort to complete all the work in this area. While objective calculations had not been made to determine the effect to user costs intuitively it appears that the overall user delay and subsequent cost will be reduced by this procedure. Signing for the closure was observed and found to be satisfactory. Traffic is being allowed to pass through the construction area west of 117th. Construction signing, barricades, cones and candles were observed in that area and found to be satisfactory. In the project manager's office we observed portions of a video tape that had been taken recently to document traffic control, signing, cones, barricades, etc. on the project. I highly commend the project manager for using the video tapes to document his traffic control procedures. The video tape of traffic control could prove invaluable in defending a tort claim, should one occur.

5. **Base Agregate Density Test Results;**

Nuclear density tests of base aggregate conducted on 7-25 and 7-28 were observed in the project office. The test results were complete. Two tests failed the 95% maximum theoretical density specification. Documentation of recompaction and retesting was shown on subsequent tests.

6. **Project Staffing;**

This project manager advised that his current staff is adequate but fluctuates considerably day to day. He said he smooths out the peaks and valleys of project staffing demands by borrowing from other project managers in the area. Currently this project manager has four persons certified in asphaltic concrete inspection and four certified in nuclear density operation. Some of these are certified both ways. After discussing the detailed procedures being used by various inspectors on the project it is clear the personnel on this project are adequately trained.

General Comments;

We briefly reviewed the contractor's suppliers asphaltic concrete plant, (Jacobson). The contractor was using a 10% rap mix which had been crushed down to approximately half inch minus size. Virgin aggregate was being barged in from the Ross Island source to Jacobson's plant location. Project inspection personnel advised that the contractor was running process control extraction tests on samples taken from the plant as required in the new statistical specifications. The contractor's extraction test results were not reviewed due to time limitations.

- TPL -

1% - [illegible] 10)

Attachment # 1

Date of Printout 23-Jun-86

STATISTICAL TESTING COMPUTATIONS

	MIX DESIGN #: 1/4-0 A	LOT #	ALL
SECTION: S.E. 97th - S.E. 122nd AV.		MIX CLASS:	C A/C
CONTRACTOR:BONSTAN CONST	COUNTY: CLACK:	LIME (%) :	0%
PROJECT MANAGER: G. Kennen	CONT. #: C10157	PLANT TYPE:	

ITEM NO.	1	2	3	4	5	6
ITEM	3/8	1/4	10-1/4	40/10	200/10	PAN
WEIGHT	1	1	1	1	1	1
USL	1E+09	1E+09	57	52	19	1E+09
LSL	-1E+09	86	43	32	9	-1E+09
Sublot 1	100	86	41	39	17.5	
Sublot 2	100	92	51	43	17	
Sublot 3	100	95	51	45	15.2	
Sublot 4	100	96	52	47	17.4	
Sublot 5	100	92	55	49	14.9	
Sublot 6	100	88	46	44	10.6	
Sublot 7	100	95	51	40	11.3	
Sublot 8	100	91	44	38	10.8	
Sublot 9	100	92	51	46	9.8	
Sublot 10	100	93	52	48	9	
Sublot 11	100	90	50	49	15.1	
SUM X	1100	1010	544	488	148.6	0
SUM X^2	110000	92828	27070	21806	2112.8	0
SAMPLES	11	11	11	11	11	0
MEAN	100	91.818	49.454	44.363	13.509	0
ST. DEV	0	3.0271	4.0832	3.9565	3.2457	0
Qu	1E+09	3E+08	1.8479	1.9300	1.6917	1E+09
Ql	1E+09	1.9219	1.5807	3.1248	1.3892	1E+09
Pu	100	100	98	99	97	100
Pl	100	99	96	100	93	100
Pt	100	99	94	99	90	100
Itm Factor	1.05	1.04	1.04	1.04	1.02	1.00
Pay Factor	1.050	1.040	1.040	1.040	1.020	1.000

COMPOSITE 0.062
PAY FACTOR

10, [illegible] 7

Date: July 2, 1986 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-9718(5)
S.E. 97th Ave.-S.E. 122nd Ave. Section
Sunnyside Road
Clackamas County

Enclosed for your approval are two copies of final revised right-of-way plan sheet Nos. 1 through 7 for the above titled project. Please return one approved copy of each for our records.

RDF:bkb
Enc.
cc: Don Aman

[illegible] 86 12-14-84

Need Revised Right-of-way Plans For:

Project: S.E. 97th Ave. - S.E. 122nd Ave. Section

Highway: FAU 9718 (Sunnyside Road)

County: Clackamas

Project No.: IX-9718(5)

Beginning of Project Sta. 508+00

Revise End of Project Sta. 587+00

Map No.: 9B-18-14

File No.: Revise: 52119, 52129, 52130
Add: 53032, 53156, 53157, 53160, 53161, 53162, 53163, 53164, 53165, 53166, 53168, 53169, 53172, 53173, 53174, 53175, 53177, 53178, 53179, 53180, 53181, 53182, 53183, 53184, 53186, 53187, 53188, 53189, 53190, 53191, 53192, 53,193, 53194, 53196, 53197, 53198, 53199, 53267, 53268, 54089.

Prefix:

C 203-2543-910-011

Sent to [illegible]
[illegible] 86 [illegible]

F01543

10,157

6-23-86

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

PAID BY

(For use of Paying Office)

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 10-27-82
TO 2-22-85

FEDERAL AID PROJECT NO.
IX-9718(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580	$ 17,654.46	$ 17,637.79	85%	$ 14,992.12	$ 14,992.12	-0-
580	386,403.28	380,352.90	85%	323,299.97	323,299.97	-0-
	$404,057.74	$397,990.69	85%	$338,292.09	$338,292.09	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
6-23-86

SIGNATURE OF AUTHORIZED OFFICIAL
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 97th AVE. - S.E. 122nd AVE. UNIT 1 SECTION					
	SUNNYSIDE ROAD IN CLACKAMAS COUNTY					
	Construction					
	Type Code I000					
	Roadway (4 lanes Sta. 509+00 to Sta. 525+00)					
	Final Contract Payment Summary	Lump Sum			$238,076.44	
SFO #1	Permanent Pavement Striping (State)	All Required			6,109.20	
	TOTAL PARTICIPATING TYPE CODE I000 (4 LANES)				**244,185.64**	
	Type Code I000					
	Roadway 2 Lanes(Sta. 525+00 to Sta. 543+00)					
	Final Contract Payment Summary	Lump Sum			$ 72,097.05	
SFO #1	Permanent Pavement Striping (State)	All Required			2,036.40	
	TOTAL PARTICIPATING TYPE CODE I000(2 LANES)				**$ 74,133.45**	
	Type Code Y031					
	Traffic Signal					
	Final Contract Payment Summary	Lump Sum			$ 19,500.00	
SFO #3	Install loop vehicle detectors, relocated modify vehicle signals (State)	All Required			8,146.08	
	TOTAL PARTICIPATING TYPE CODE Y031				**$ 27,646.08**	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$345,965.17**	
	Construction Engineering					
	Liquidated Damages	Lump Sum			$ -1,345.95	
	Work by Clackamas County	All Required			653.86	
	State	All Required			52,586.87	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 51,894.78**	
	Misc Project Cost					
	EEO Monitoring Expense	All Required			$ 130.74	
	TOTAL PARTICIPATING PROJECT COST				**$397,990.69**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 980.00	
	Interest on Final Payments	All Required			230.25	
	Construction Engineering	All Required			4,860.85	
	Liquidated Damages	Lump Sum			-4.05	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 6,067.05**	
	TOTAL PROJECT COST				**$404,057.74**	
	Prepared based on Participating Cost as shown on the Federal Billing as of June 26, 1986.					
	AMOUNT CARRIED FORWARD					

GPO 944 891

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 302

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	303	1041	950	00	P	2			161.83	83	83
	303	1041	985	00	P	1			77.21	82	84
	303	1041	985	00	P	2			51.45	82	84
			TOT		P1			2,804.02CR	347,788.35		
			TOT		P2			3,103.96	268,375.13		
			TOT		N1			32.57	1,874.97		
			TOT		N2			3,421.71	3,949.97		
			** JOB TOTALS **				**	3,754.22 **	621,988.42 **		
SE 97TH AVE-SE 122ND AVE	CONT NO 9573 = FA PROJ NOS X10 9718006 96								X10 9718006 04 STATE		
	303	1049	201	00	P	1			315,305.94 contract	83	84
	303	1049	201	00	P	8			15,347.55	83	84
	303	1049	203	00	P	1			1,350.00CR liquid	83	83
	303	1049	204	00	P	1		1,440.01		83	85
	303	1049	204	00	P	8		59.99		83	85
	303	1049	206	00	N	1		221.04	221.04 interest	85	85
	303	1049	206	00	N	8		9.21	9.21	85	85
	303	1049	270	01	P	1			3,145.60	83	84
	303	1049	270	03	P	1	1.88CR	1,341.81	8,146.08	84	85
	303	1049	296	00	N	9		23,760.44CR	~~356,113.73CR~~	83	85
	303	1049	297	00	N	9			~~18,002.91~~	83	83
	303	1049	298	00	N	9		23,760.44	~~338,104.32~~	83	85
	303	1049	900	00	P	1		5,742.75CR	37,125.88 pm	82	85
	303	1049	900	00	P	8			1,782.51	82	84
	303	1049	900	00	N	1		5,751.57	5,930.59	83	85
	303	1049	900	00	N	8			7.46	83	83
	303	1049	903	00	P	1			653.36 local	83	84
	303	1049	920	00	P	1	.03CR	14.47	97.78	83	85
	303	1049	920	00	P	8		.61	4.03	83	84
	303	1049	940	00	P	1			2,180.13	83	84
	303	1049	940	00	P	8			90.84	83	84
	303	1049	941	00	P	1			486.27	83	84
	303	1049	941	00	P	8			20.30	83	84
	303	1049	944	00	P	1			465.61 tech	82	84
	303	1049	944	00	P	8			19.41	82	84
	303	1049	945	00	P	1	3.50CR	773.38	1,344.59 const	83	85
	303	1049	945	00	P	8	.14CR	32.24	56.05	83	85
	303	1049	946	00	P	1	1.66CR	331.50	6,176.77 pm	82	85
	303	1049	946	00	P	8	.06CR	16.33	257.35	82	85
	303	1049	948	00	P	1			118.64 pm	83	84
	303	1049	948	00	P	8			3.29	83	84
	303	1049	950	00	P	1			1,107.17	83	83
	303	1049	950	00	P	8			46.12	83	83
	303	1049	985	00	P	1			125.51 CEO	83	84
	303	1049	985	00	P	8			5.23	83	83
			TOT		P1		7.10CR	1,781.53CR	380,129.82		
			TOT		P8		.20CR	109.17	17,632.73		
			TOT		N1			5,972.61	6,151.59		
			TOT		N3			9.21	16.67		
			** JOB TOTALS **				7.30CR **	4,309.41 **	403,930.81 **		

10,157

January 17, 1986

CON 5 - 10,157

Bonstan Construction Co., Inc.
15635 S.E. 114th, Suite 103
P. O. Box 32
Clackamas, OR 97015

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,157 for work on the SE 97th Ave.-SE 122nd Ave., Unit 2, Section of FAU 9718 (Sunnyside Rd.) in Clackamas County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Gary Kennen
L. E. George

BONSTAN CONSTRUCTION CO. P. O. BOX 32, CLACKAMAS, OREGON 97015 (503) 650-0004
GENERAL CONTRACTORS (503) 656-9759

INVOICE NO.

INVOICE DATE November 27, 1985

YOUR REF.

JOB NO.

TO Office of Commission Services
State Transportation Building
Salem, OR 97310

PROJECT: S.E. 97th Ave. - S.E. 122nd Ave., Unit 2

Gentlemen:

We are submitting the dollar volume of work to be fulfilled by minority enterprises on this project.

Minority Contractor	Item		Amount
MBE:			
R.I.P. General	10		$ 96,750.00
R.I.P. General	14		$ 54,000.00
	TOTAL		$150,750.00
WBE:			
Bonstan Construction	*	More than	25,000.00

*Bonstan Construction is the prime contractor on this project and will perform more than 50 percent of the work.

If you have any questions, please do not hesitate to call.

Yours truly,

Mike Dennis

Mike Dennis

MD/klk

RECEIVED
NOV 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

BONSTAN CONSTRUCTION CO. P. O. BOX 32, CLACKAMAS, OREGON 97015 (503) 650-0004
GENERAL CONTRACTORS (503) 656-9759

INVOICE NO.
INVOICE DATE November 26, 1985
YOUR REF.
JOB NO.

TO Office of Commission Services
State Transportation Building
Salem, OR 97310

PROJECT:

Re: S.E 97th Ave. - S.E. 122nd Ave., Unit 2

Gentlemen:

We are submitting the dollar volume of work to be fulfilled by minority enterprises on this project.

Minority Contractor	Item	Amount
MBE:		
R.I.P General	10	$ 50,000.00
R.I.P. General	14	54,000.00
Vieira's Concrete	17	22,400.00
Vieira's Concrete	18	16,800.00
TOTAL		$151,200.00
WBE:		
Bonstan Construction	*	More than 25,000.00

*Bonstan Construction is the prime contractor on this project and will perform more than 50 percent of the work.

If you have any questions, please do not hesitate to call.

Yours truly,

Mike Dennis

RECEIVED
NOV [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,157

CLACKAMAS COUNTY

Department of Transportation & Development

Formerly Department of Environmental Services

Winston Kurth
Executive Director

Ardis Stevenson
Director
Communications & Policy

In Memoriam - John C. McIntyre
(1935-1984)

Richard Dopp
Director
Operations & Administration

Tom VanderZanden
Director
Planning & Development

December 18, 1985

Gary A. Potter, Manager
Program Section
OSHD
Transportation Bldg.
Salem, OR 97310

Enclosed please find a copy of the limited power of attorney for the match on the construction project on Sunnyside Road, 105th Avenue to 122nd Avenue in the amount of $245,800.

If you have any questions, please give me a call.

Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineering Manager
Operations Division - Roads

/mb
Enc.
cc: Wayne Schulte

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 23 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

902 Abernethy Road • Oregon City, OR 97045-1199 • 503 655-8521

85-1336

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County Board of Commissioners hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either Larry Rulien, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller; for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the State Treasurer.

The Clackamas County Board of Commissioners has deposited with the State of Oregon Investment Pool the sum of $245,800, in Account No. 4388. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Sunnyside Road, 105th Avenue to 122nd Avenue. By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: Larry Rulien, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the state Treasury Department.

This power of attorney was authorized by Clackamas County Board of Commissioners this 5th day of December, 1985 by vote of the majority of a quorum of its governing body.

Dale Harlan
Dale Harlan - Chairman

Ed Lindquist - Commissioner

Robert Schumacher - Commissioner

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Providing a Limited Power of Attorney to the Manager of the Oregon State Excess Fund for Withdrawal of Funds provided by Clackamas County for the Sunnyside Road construction project (#12154)

ORDER NO. 85-1336

This matter coming before the Board of County Commissioners as the result of a Federal Aid construction project on Sunnyside Road, 105th Avenue to 122nd Avenue; and

It appearing that a deposit of $245,800.00, for local match funds is required to obtain the Federal funds and accomplish the project; and

It further appearing that a deposit of the match funds in the Oregon State Excess Fund results in some interest earnings to the County;

NOW THEREFORE, IT IS HEREBY ORDERED that $245,800.00, of local match funds from the Road Fund be deposited in the Oregon State Excess Fund to be used as required to meet financial needs to accomplish the construction project on Sunnyside Road, and that a Limited Power of Attorney is granted to the Oregon Transportation Department to withdraw funds from this account to meet expenses incurred in said project implementation.

DATED this 5th day of December, 1985.

BOARD OF COUNTY COMMISSIONERS

DALE HARLAN, Chairman

ROBERT SCHUMACHER, Commissioner

ED LINDQUIST, Commissioner

RECEIVED
DEC 11 1985

DOTD

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: December 6, 1985

Ed Hunter

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 21, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened November 21, 1985 on the following projects:

1. Clackamas Hwy. @ Bakers Ferry Road
   Clackamas Highway
   Clackamas County
   A.C. Pavement and Oiling

   Adequate shoulders to be provided.

2. S.E. 97th Avenue-S.E. 122nd Avenue
   Sunnyside Road
   Clackamas County
   Earthwork and Drainage

   Five-foot bike lanes incorporated into project. Pedestrian signals installed for pedestrian and bicycle traffic.

3. Coalbank Slough Bridge
   Oregon Coast Highway
   Coos County
   Earthwork, Drainage, Bridges, Grade Separation Structures

   Sidewalks, ramps and pedestrian signals will be provided for bicycle and pedestrian traffic. Adequate 5-foot shoulders are incorporated.

4. Porter Creek Bridge
   Coos Bay-Roseburg Highway
   Douglas County
   Bridges and Grade Separation Structures

   Adequate shoulders will be provided.

81-125-1387

5. Eagle Creek-Salt Creek Tunnel
   Willamette Highway
   Lane County
   A.C. Pavement and Oiling

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Malheur River (Copeland) Bridge Section
   Robby Copeland County Road
   Malheur County
   Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

7. Sunnyview Road Guardrail Project
   Sunnyview Road
   Marion County
   Misc. Highway Appurtenances

   Same as No. 6.

8. Airlie Road Culvert and Peterson Creek Bridge
   FAS A541 (Airlie Road)
   Polk County
   Earthwork, Drainage, A.C. Paving and Oiling, Bridges

   Same as No. 6.

9. Middle Fork Cold Springs Canyon Bridge Section
   Athena-Holdman Highway
   Umatilla County
   Bridges, Grade Separation Structures and A.C. Paving or Oiling

   Same as No. 6

10. Ladd Creek (Hot Lake North Road) Bridge Section
    Hot Lake North Road
    Union County
    Bridges and Grade Separation Structures

    Same as No. 6.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10,157

November 27, 1985

PRO

Winston Kurth
Executive Director
Department of Transportation
and Development
902 Abernethy Road
Oregon City, OR 97045-1199

Dear Winston:

Subject: S.E. 97th Ave. - S.E. 122nd Ave.
Sunnyside Road IX-9718(10)

On November 21, 1985 the Highway Division received a satisfactory bid from Bonstan Construction Company, P.O. Box 32, Clackamas, Oregon 97015 for Unit 2 of subject project.

The county share of the construction cost and the updated preliminary engineering and right-of-way share is now due. The total project cost and county share is computed as follows:

Contractors Bid		$1,236,739.50
Anticipated Additional Items:		
Permanent Striping	$5,300	
Temporary Striping	2,000	
State Furnished PROM & Program	700	
Signal Controller Testing	1,425	
OPTICON Testing	250	
Bikeway Signs	800	
Bikeway Striping & Legend	2,500	
R/W Monumentation	25,000	
EEO Monitoring	6,184	
House San. Sewer Connections	5,000	49,159.00
SUBTOTAL		$1,285,898.50
Contingencies (4-1/2%)		57,865.43
Engineering (8%)		102,871.88
TOTAL UNIT 2 CONSTRUCTION		$1,446,635.81
Estimated Preliminary Engineering Cost		278,000.00
Estimated R/W Cost		669,900.00
Estimated Cost Unit 1 Construction		403,425.00
TOTAL ESTIMATED COST		$2,797,960.81

Less Federal FAU Funds	(74,900.00)
Less Federal FAI-X Funds	(2,304,232.00)
Less State Match FAU Funds	(6,100.00)
Less State Match FAI-X/FAU Replacement Funds = $\frac{935{,}921}{85\%} \times 9\% =$	(99,097.00)
TOTAL COUNTY SHARE	$ 313,631.81
Less PE Deposits 3-17-78 & 12-7-82	(6,898.00)
Less R/W Deposits 10-7-81 & 5-4-84	(38,700.00)
Less Const. Deposit 12-7-82	(22,275.00)
Balance County Share	$ 245,758.81
ADVANCE DEPOSIT (Rounded)	$ 245,800.00

Please submit your $245,800 deposit, which should arrive no later than December 13, 1985, using one of the three options for payment described in the attachment.

Very truly yours,

GEZ

Gary E. Zehner
Urban Programs Coordinator
Program Section

GEZ:me
Attachment
bcc: w/AD #85-140: Wayne Schulte - Metro Region
Vern Skoog - Please return completed AD #85-140 when deposit is received.
G. A. Potter
D. L. Trout

Rec'd LGIP
12-16-85
Need Pwr./Atty.
G

Rec'd 12-19-85
G

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80148

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
NOV 19 '85
REFER TO

7. DATE AUTHORIZATION EFFECTIVE 10/30/85

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SE 97th Ave - SE 122nd Ave (Unit 2) Section

11. GENERAL DESCRIPTION OF WORK
Roadway

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Anticipated items as shown in your revised "PS&E" Estimate dated 10/28/85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 10/29/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,401,930; Federal Funds $1, 191,639.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 11/15/85

15. SIGNATURE OF APPROVING OFFICIAL CH Christianson

16. TITLE FOR DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,157

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-29-85

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

TATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 02/10/78

TO 10/29/85

FEDERAL AID PROJECT NO.

MIX-9718(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772	$ 48,311.82	$ 46,923.51	85.00%	$ 39,884.98	$ 39,884.98	-0-
W36	87,076.49	85,718.00	85.80%	73,546.04	73,546.04	-0-
580	146,601.62	146,601.62	85.00%	124,611.37	124,611.37	-0-
	$281,989.93	$279,243.13		$238,042.39	$238,042.39	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

DATE

SIGNATURE OF AUTHORIZED OFFICIAL

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 97th Ave. - S.E. 122nd Ave. Section County Road (Sunnyside Road) Clackamas County					
	Type Code PE Preliminary Engineering					
	State					
	772 $ 44,087.48		All Required		$272,389.57	
	W36 83,728.31					
	580 144,573.78					
	Clackamas County					
	772 2,339.32		All Required		6,356.85	
	W36 1,989.69					
	580 2,027.84					
	Audit Expense					
	State 772 Money		All Required		496.71	
	Total Participating Project Cost				$279,243.13	
	Non Participating Project Cost					
	State		All Required		2,746.80	
	772 1,388.31					
	W36 1,358.49					
	Total Non Participating Project Cost				2,746.80	
	Total Project Cost				$281,989.93	
	AMOUNT CARRIED FORWARD					

City paid @ 100%

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	303	1903	910	00	P	1			622.56	
	303	1903	910	00	N	1			43.31	
	303	1903	911	00	P	1			395.02	
	303	1903	911	00	P	2			1,905.89	
	303	1903	911	00	P	3			1,500.00	
	303	1903	911	00	N	1			1.80	
	303	1903	912	00	P	1			38.85	
	303	1903	913	00	P	1			1,302.88	
	303	1903	914	00	P	1			43.07	
	303	1903	918	00	P	1			140.84	
	303	1903	920	00	P	1			363.15	
	303	1903	921	00	P	1			1,968.44	
	303	1903	921	00	P	3			1,500.00	
	303	1903	922	00	P	1			31.65	
	303	1903	923	00	P	1			348.12	
	303	1903	923	00	P	3			1,500.00	
	303	1903	960	00	N	1			106.77	
			TOT	P1					8,354.56	
			TOT	P2					26,209.41	
			TOT	P3					8,200.00	
			TOT	N1					160.13	
			XX JOB TOTALS XX				XX	XX	42,924.10 XX	
SE 97TH - SE 122ND	CONT NO	FA PROJ NOS X10 9718001 100 M					9718001	X10 9718001		STATE
	303	1904	296	00	N	9		51,536.33CR	215,900.96CR	
	303	1904	297	00	N	9			~~10,663.59~~	
	303	1904	298	00	N	9		51,536.33	~~205,237.37~~	
	303	1904	901	00	P	1	330.59	6,079.01CR	6,928.27	
	303	1904	901	00	P	2			47,012.99	PM
	303	1904	901	00	P	3		33,108.39	57,631.61	
	303	1904	901	00	N	1			87.75	om V.P
	303	1904	901	00	N	2			930.79	
	303	1904	901	01	P	1			116.17	Citizen P.M
	303	1904	902	00	P	1			1.22	
	303	1904	902	00	P	2			48.19	
	303	1904	903	00	P	1		723.73CR	1,941.72	Local
	303	1904	903	00	P	2			1,634.49	
	303	1904	903	00	P	3		1,660.09	1,660.09	
	303	1904	905	00	P	1	373.28CR	2,711.70CR	8,563.95	
	303	1904	905	00	P	2			694.18	Final
	303	1904	905	00	P	3	6,708.93	21,709.80	46,709.80	
	303	1904	905	13	P	1		5.10	5.10	
	303	1904	906	00	P	1			51.43	Bridge
	303	1904	907	00	P	1			4.55CR	Preliminary
	303	1904	907	00	P	2			256.69	
	303	1904	909	00	F	1	1,241.15	4,423.39	5,145.94	
	303	1904	909	00	P	2			7,073.05	RW Pass
	303	1904	909	00	P	3			13,853.55	

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1985          PAGE  992

                                                                           FISCAL           GRAND TOTAL
       DESCRIPTION            PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE          TO DATE
                          303  1904     910     00 P 1        1.68CR        401.85           2,128.68 } Geology
                          303  1904     910     00 P 2                                       1,284.22 )
                          303  1904     911     00 P 1    1,303.61        2,358.66CR         2,026.46 } traffic
                          303  1904     911     00 P 2                                       1,628.60 )
                          303  1904     911     00 P 3                    3,814.70           3,814.70 )
                          303  1904     911     00 N 2                                         225.06 - traffic N.P
                          303  1904     913     00 P 1        4.87        1,342.91CR         2,905.45 )
                          303  1904     913     00 P 2                                       3,264.10 } R/W Liaison
                          303  1904     913     00 P 3                    1,402.36           1,402.36 )
                          303  1904     914     00 P 1       66.99          445.71CR           434.30 )
                          303  1904     914     00 P 2                                       1,208.49 } Utility Liaison
                          303  1904     914     00 P 3                    1,467.80           1,467.80 )
                          303  1904     915     00 P 1                                         341.01 } Audit
                          303  1904     915     01 P 1                                          18.72 )
                          303  1904     916     00 P 2                                          50.00 - Photogrammetry
                          303  1904     918     00 P 1         .22CR         53.69             101.23 } Location Final
                          303  1904     918     00 P 2                                          12.00 )
                          303  1904     920     00 P 1         .12CR         26.45             452.67 } Program
                          303  1904     920     00 P 2                                          11.88 )
                          303  1904     921     00 P 1                    3,400.00CR             8.00 } Specs
                          303  1904     921     00 P 3                    3,400.00           3,400.00 )
                          303  1904     922     00 P 1         .30CR         78.59             112.85 - Admin Accounting
                          303  1904     923     00 P 1         .46CR        100.54             245.29 } Environ
                          303  1904     923     00 P 2                                      21,539.12 )
                          303  1904     923     00 N 2                                         202.64 - Environ N.P
                          303  1904     932     00 P 1       25.07           68.41             367.66 - R/W Liaison
                          303  1904     933     00 P 1         .13CR         32.48             277.97 - Base Design
                          303  1904     936     00 P 1        2.55CR        564.84             379.14 - traffic
                          303  1904     937     00 P 1                                         300.29 - Hydraulics
                          303  1904     950     00 P 1         .42CR         93.09           1,052.05 - training
                                        TOT        P1     2,593.12       11,213.29CR        35,302.05
                                        TOT        P2                                       85,718.00
                                        TOT        P3     6,708.93       66,563.14         135,939.91
                                        TOT        N1                                           87.75
                                        TOT        N2                                        1,358.49
                                      ** JOB TOTALS **    9,302.05  **   55,349.85  **     258,106.20  **

  CLACK HWY-32ND AVE (MILWAUKIE CONT NO      * FA PROJ NOS XI  9714003 100 X10 9714003                      STATE
                          303  1906     295     00 N 9                                       1,100.00
                          303  1906     296     00 N 9                                      27,626.69CR
                          303  1906     298     00 N 9                                      26,526.69
                          303  1906     901     00 P 1                                         114.61
                          303  1906     901     00 P 2                                      10,700.07
                          303  1906     901     00 N 1                                          28.30
                          303  1906     905     00 P 1                                         356.03
                          303  1906     905     00 P 2                                       2,992.22
                          303  1906     909     00 P 1                                       1,865.57
                          303  1906     909     00 P 2                                       2,376.27
```

10,157

FINAL REPORT on Real Property Negotiations

FAP IX-9718(5)

OREGON STATE HIGHWAY DIVISION

0-1025

File 53163

Sta. 541+00 to Sta. 542+50

Name of owner Donald L. and Pearl Charline Handbury

Mail address 10949 SE Sunnyside Road, Clackamas, Ore. 97015 Phone No. 658-4734

Phone No.

Attorney Address

Purpose of purchase R/W & Ease. OPTION Deed EXPIRES 6/4/85 Possession upon payment

Location of property SE 97th Ave.-SE 122nd Ave. (Unit 2) section of Sunnyside Highway in Clackamas County.

Street address or Sec. T.R. 10949 SE Sunnyside Road

How does taking affect remaining property? minor reduction in size and loss of screening (Give details regarding dividing of tract, if appropriate)

Nature of property taken residential land, easements, row of cedar screening hedge (Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Parcel 1 -	Residential	- 450 sf @ $1.11+/sf	- $ 500
	" 2 -	"	- Perm.Slope Ease., 2550 sf @ $.10+/sf	- 275
	" 3 -	"	- Perm. Power Line Fac.Ease., 750 sf @ nominal	- 50
	" 4 -	"	- " Anchor Pole Ease., 130 sf @ $.26+/sf	- 35
			land subtotal	= $ 860

IMPROVEMENTS:	driveway	- $ 30
	retaining wall	- 430
	landscaping	- 300
	cedar tree hedge	- 3510

Improvement subtotal = $4,270

TOTAL = $5,130

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

[illegible] 3300 TO CON.
DATE 12/21/84

Withholding $ 0 for

Relocation: 3617 forwarded on 7/27/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 4260 By V. Alvarado Review Appraisal $ 4260

Staff & $

Fee $ By Carl Schmidt Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 5130 Non-Participating $ —0—

Mail address 10949 SE Sunnyside Road, Clackamas, Ore. 97015 Phone No. 658-4734

Phone No.

Attorney Address

Purpose of purchase R/W & Ease. OPTION EXPIRES Deed 6/4/85 Possession upon payment

Location of property SE 97th Ave.-SE 122nd Ave. (Unit 2) section of

Sunnyside Highway in Clackamas County.

Street address or Sec. T.R. 10949 SE Sunnyside Road

How does taking affect remaining property? minor reduction in size and loss of screening
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential land, easements, row of cedar screening hedge
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Parcel 1 - Residential - 450 sf @ $1.11±/sf	-	$ 500
" 2 - " - Perm.Slope Ease., 2550 sf @ $.10±/sf	-	275
" 3 - " - Perm. Power Line Fac.Ease., 750 sf @ nominal	-	50
" 4 - " - " Anchor Pole Ease., 130 sf @ $.26±/sf	-	35
land subtotal	=	$ 860

IMPROVEMENTS: driveway	-	$ 30
retaining wall	-	430
landscaping	-	300
cedar tree hedge	-	3510

Improvement sub-total = $4,270

TOTAL = $5,130

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

OVER 3300 TO COM.
DATE 12/21/84

Withholding $ 0 for

Relocation: 3617 forwarded on 7/27/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 4260 By V. Alvarado Review Appraisal $ 4260
Staff & $
Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-25+3 Participating $ 5130 Non-Participating $ —

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth Rolf Date 12-10-84 Signed: John E Baker
Right of Way Supervisor Right of Way Agent
Date 12 14 JOHN E. BAKER
Right of Way Manager Dated: December 6, 1984
Authorized by Transportation Commission: Date R B Boyd 12/17/84

FORM 734-3042 (Rev. 7-78)

county 12/21/84

POOR

ORIGINAL

DOCUMENT(S)

FINAL REPORT on Real Property Negotiations FAP IX-9718(5)

OREGON STATE HIGHWAY DIVISION

File 53164

Sta 542+45 to Sta 65

Name of owner KATHERINE CORINNE WAGMAN-LEIBHAM

Mail address 10941 SE Sunnyside Rd.
Clackamas, OR 97015 Phone No. 658-3619

Phone No.

Attorney none Address

Purpose of purchase Right of Way & 2 Perm. Ease. OPTION EXPIRES 2/3/85 Possession Upon payment

Location of property SE 97th Ave.-SE 122nd (Unit 2) section of Sunnyside Rd. Highway in Clackamas County

Street address or Sec. T.R. 10941 SE Sunnyside Rd., Clackamas, OR 97015

How does taking affect remaining property? Shortens driveway.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Residential zoned land improved and used as a driveway.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done [illegible] State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - P.1 - fee 90 s.f. @ $0.933/s.f.	= $ 83.97	
	" P.2 - PE for slopes 510 sf @ $0.227+/sf	= $116.03	
	" P.3 - PE for powerline facilities 150 s.f. @ LUMP SUM	= $100.00	
TOTAL LAND			$300.00
IMPROVEMENTS:	Driveway - 45 sf @ $0.955/s.f.	= $ 43.00	
	Landscaping - 285 sf grass ground cover @ $0.20/sf	= $ 57.00	
TOTAL IMPROVEMENTS			$100.00
TOTAL LAND AND IMPROVEMENTS			$400.00

EXHIBIT C - State's Other Obligations

State is to reconnect existing driveway approach.

[illegible] TO CONST.
8/24/84

APPROVED: Clackamas County

Date:

Withholding $ 0 for

Relocation: 3617 forwarded on 7/18/84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing, $ Rent Supplement

Appraisals: $ 400 By Alvarado Review Appraisal $ 400

Staff & $

Fee $ By M.G. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203 2543 Participating $ 400 Non-Participating $

Mail address 10941 SE Sunnyside Rd.
Clackamas, OR 97015 Phone No. 658-3619

Phone No.

Attorney none Address

Purpose of purchase Right of Way & 2 Perm. Ease. OPTION EXPIRES 2/3/85 Possession Upon payment

Location of property SE 97th Ave.-SE 122nd (Unit 2) section of Sunnyside Rd. Highway in Clackamas County

Street address or Sec. T.R. 10941 SE Sunnyside Rd., Clackamas, OR 97015

How does taking affect remaining property? Shortens driveway.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Residential zoned land improved and used as a driveway.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done ... State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - P.1 - fee 90 s.f. @ $0.933/s.f.	= $ 83.97	
	" P.2 - PE for slopes 510 sf @ $0.227+/sf	= $116.03	
	" P.3 - PE for powerline facilities 150 s.f. @ LUMP SUM	= $100.00	
TOTAL LAND			$300.00
IMPROVEMENTS:	Driveway - 45 sf @ $0.955/s.f.	= $ 43.00	
	Landscaping - 285 sf grass ground cover @ $0.20/sf	= $ 57.00	
TOTAL IMPROVEMENTS			$100.00
TOTAL LAND AND IMPROVEMENTS			$400.00

EXHIBIT C - State's Other Obligations

State is to reconnect existing driveway approach.

TO CONST.
8/24/84

APPROVED:
Clackamas County
Date:

Withholding $ 0 for
Relocation: 3617 forwarded on 7/18/84 ☐ Improved ☒ Unimproved
☐ Required Displacement: $ N/A Replacement Housing; $ Rent Supplement

Appraisals: $ 400 By Alvarado Review Appraisal $ 400
Staff & $
Fee $ By M.G. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203 -543 Participating $ 400 Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth Rolfe
Right of Way Supervisior Date 8-11-84 Signed:
Right of Way Agent
DALE V. ROSSMAN

Right of Way Manager Date Dated: 8/13/84

Authorized by Transportation Commission: Date

FORM 734-3042 (Rev. 7-78)

county 8/24/84

FINAL REPORT on Real Property Negotiations

1X-9718(5)

OREGON STATE HIGHWAY DIVISION

File 53165

Sta. 542+80 to Sta. 543+60

Name of owner DOUGLAS R. and GLENDA JO KOCHER

Mail address 10961 S.E. Sunnyside Rd.
Clackamas, OR 97015
Phone No. 658-6016

Phone No.

Attorney Unknown Address

Purpose of purchase R/W

OPTION EXPIRES 7/28/85

Possession Upon payment

Location of property S.E. 97th-S.E. 122nd Ave. section of Sunnyside Rd. Highway in Clackamas County.

Street address or Sec. T.R. 10961 S.E. Sunnyside Road

How does taking affect remaining property? Reduction in size.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Fee taking of landscaped residential land.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - 800 s.f. @ $1.50/s.f.	=	$ 1,200.00
IMPROVEMENTS:	Landscaping	=	$ 150.00
TOTAL	--		$ 1,350.00

EXHIBIT C - State's Other Obligations

State is to reconnect grantor's existing driveway.

P. OBLIG 3300 TO CONST.
DATE 5-3-85

Withholding $ 0 for

Relocation: 3617 forwarded on 8/22/84, ☐ Improved ☐ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 450 By Victor Alvarado Review Appraisal $ 450

Staff & $ (easement only)

Fee $

By Margin G. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 303-2512 Participating $ 1350 Non-Participating $ —

Name of owner DOUGLAS R. and GLENDA JO KOCHER

Mail address 10961 S.E. Sunnyside Rd.
Clackamas, OR 97015
Phone No. 658-6016

Phone No.

Attorney Unknown Address

Purpose of purchase R/W

OPTION EXPIRES 7/28/85

Possession Upon payment

Location of property S.E. 97th-S.E. 122nd Ave. section of Sunnyside Rd. Highway in Clackamas County.

Street address or Sec. T.R. 10961 S.E. Sunnyside Road

How does taking affect remaining property? Reduction in size.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Fee taking of landscaped residential land.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - 800 s.f. @ $1.50/s.f.	=	$ 1,200.00
IMPROVEMENTS:	Landscaping	=	$ 150.00
TOTAL	--		$ 1,350.00

EXHIBIT C - State's Other Obligations

State is to reconnect grantor's existing driveway.

P. OBLIG 3300 TO CONST.
DATE 5-3-85

Withholding $ 0 for

Relocation: 3617 forwarded on 8/22/84, ☐ Improved ☐ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 450 By Victor Alvarado Review Appraisal $ 450
Staff & $ (easement only)
Fee $ By Margin G. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-1513 Participating $ 1350 Non-Participating $ —

General remarks DESCRIPTION CHANGED IN FIELD TO FEE TAKING.
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Kenneth Kalk
Right of Way Supervisior Date 4-10-85

Signed:
JOHN E. BAKER Right of Way Agent
Dated: 2/1/85

Right of Way Manager Date

Authorized by
Transportation Commission: Date 4/30/85

FORM 734-3042 (Rev. 7-78)

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53166

Sta. 543+50 to Sta. 543+75

Name of owner MICHAEL DOUGLAS DEWITT

Mail address 11935 SE 222nd Ave.
Boring, OR 97009

Phone No. 658-8186

Phone No.

Attorney N/A Address

Purpose of purchase Perm.Slope Ease.

OPTION EXPIRES Ext. 2/25/86

Possession Upon payment

Location of property SE 97th-SE 122nd Ave. section of Sunnyside Rd.(County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11041 S.E. Sunnyside Rd., Clackamas, OR 97015

How does taking affect remaining property? Imposes slope easement on Hwy. frontage.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Permanent Slope Easement over highway frontage improved with driveway.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - 250 s.f. Perm. Slope Ease. @ $1.86 /s.f.	=	$ 465
IMPROVEMENTS:	Grass Ground cover	=	$ 35
TOTAL			$ 500

EXHIBIT C - State's Other Obligations

State is to reconnect the existing driveway.

P. OBLIG 3300 TO CONST.
DATE 9/16/85

Withholding $ 0 for

Appraisals: $ 110 By Alvarado

Staff & $

Fee $

Review Appraisal $ 110

By Marvin G. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Pl 53166 Participating $ 500 Non Participating $ 0

Mail address 11935 SE 222nd Ave.
Boring, OR 97009 Phone No. 658-8186

Phone No.

Attorney N/A Address

Purpose of purchase Perm.Slope Ease. OPTION EXPIRES 2/25/86 Possession Upon payment

Location of property SE 97th-SE 122nd Ave. section of

Sunnyside Rd.(County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11041 S.E. Sunnyside Rd., Clackamas, OR 97015

How does taking affect remaining property? Imposes slope easement on Hwy. frontage.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Permanent Slope Easement over highway frontage improved with driveway.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - 250 s.f. Perm. Slope Ease. @ $1.86 /s.f.	=	$ 465
IMPROVEMENTS:	Grass Ground cover	=	$ 35
TOTAL			$ 500

EXHIBIT C - State's Other Obligations

State is to reconnect the existing driveway.

P. OBLIG 3300 TO CONST.
DATE 9/6/85

Withholding $ 0 for

Appraisals: $ 110 By Alvarado Review Appraisal $ 110
Staff & $
Fee $ By Marvin G. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 21 53166 Participating $ 500 Non-Participating $ 0

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Right of Way Supervisor Date 8-25-85 Signed:
DALE V. ROSSMAN Right of Way Agent
Right of Way Manager Date 9/4/85 Dated: 8/27/85
Authorized by
Transportation Commission: Date

FORM 734-3042 (4-84)

[illegible] 9/6/85

FINAL REPORT on Real Property Negotiations

FAP IX-9718(5)

OREGON STATE HIGHWAY DIVISION

File 53168

Sta. 544+65 to 545+80

547+15 to Sta. 548+20

Name of owner • Paul Carl Schwertmann

Mail address 3725 SE 33rd Avenue, Portland, Oregon 97202 Phone No. 234-4533

Phone No.

Attorney none Address

Purpose of purchase R/W & Perm.Ease.

Paid
OPTION EXPIRES 1/22/8~~4~~5

Possession upon payment

Location of property S.E. 97th-S.E. 122nd Avenue (Unit II) section of Sunnyside Road Highway in Clackamas County

Street address or Sec. T.R. Tract A, Sec. 34, T.1S, R.2E and Tract B, Sec. 34, T.1S, R.2E.,WM

How does taking affect remaining property? imposes 2 perm.ease. & reduces area on each of 2 tracts
(Give details regarding dividing of tract, if appropriate)

Nature of property taken land and perm. slope easements & Perm. Ease. for powerline facility off two unimproved residential lots
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential		
Parcel 1 - fee 345 sf @ $1.18+/sf -	$ 410.00	
" 2 - " 90 sf @ $1.16+/sf -	105.00	
" 3 - P.E. slopes - 2530 sf @ $.126+/sf -	319.60	
" 4 - " " - 1510 sf @ $.122+/sf -	185.40	
" 5 - " Powerline Fac. - 575 sf @ $.0869/sf -	50.00	
" 6 - " " " - 450 sf @ $.111/sf -	50.00	= $1,120.00
IMPROVEMENTS: fencing (lump sum) -	$130.00	
trees -	150.00	= 280.00
TOTAL		= $1,400.00

Withholding $ 0 for

Relocation: 3617 forwarded on 7/30/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ -- Replacement Housing; $ -- Rent Supplement

Appraisals: $ 1400 By Alvarado Review Appraisal $ 1400

Staff & $

Fee $ By C.Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix [illegible] 543 Participating $ 1400 Non-Participating $

Mail address 3725 SE 33rd Avenue, Portland, Oregon 97202 Phone No. 234-4533

Phone No.

Attorney none Address

Purpose of purchase R/W & Perm.Ease. [illegible] OPTION EXPIRES ~~1/22/84~~ 1/22/85 Possession upon payment

Location of property S.E. 97th-S.E. 122nd Avenue (Unit II) section of

Sunnyside Road Highway in Clackamas County

Street address or Sec. T.R. Tract A, Sec. 34, T.1S, R.2E and Tract B, Sec. 34, T.1S, R.2E.,WM

How does taking affect remaining property? imposes 2 perm.ease. & reduces area on each of 2 tracts
(Give details regarding dividing of tract, if appropriate)

Nature of property taken land and perm. slope easements & Perm. Ease. for powerline facility off two unimproved residential lots
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential

Parcel 1 - fee 345 sf @ $1.18+/sf	-	$ 410.00		
" 2 - " 90 sf @ $1.16+/sf	-	105.00		
" 3 - P.E. slopes - 2530 sf @ $.126+/sf	-	319.60		
" 4 - " " - 1510 sf @ $.122+/sf	-	185.40		
" 5 - " Powerline Fac. - 575 sf @ $.0869/sf	-	50.00		
" 6 - " " " - 450 sf @ $.111/sf	-	50.00	=	$1,120.00

IMPROVEMENTS: fencing (lump sum)	-	$130.00		
trees	-	150.00	=	280.00
TOTAL			=	$1,400.00

Withholding $ 0 for

Relocation: 3617 forwarded on 7/30/84

☐ Required Displacement: $ -- ☐ Improved ☒ Unimproved

Replacement Housing; $ -- Rent Supplement

Appraisals: $ 1400 By Alvarado Review Appraisal $ 1400

Staff & $

Fee $ By C.Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix [illegible]03 [illegible]543 Participating $ 1400 Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 8/6/84 Signed: Right of Way Agent
Dale Rossman

Right of Way Manager Date [illegible] Dated: 7/30/84

Authorized by
Transportation Commission: Date

FORM 734-3042 (Rev. 7-78)

County 8/17/84

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53169

Sta. 545+80 to Sta. 547+10

Name of owner Shirley J. Schwertmann

Mail address 11161 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-5389

Phone No.

Attorney none Address

Purpose of purchase R/W & easements

OPTION EXPIRES 3/26/86

Possession upon filing complaint & pymt into court upon payment

Location of property S.E. 97th Ave.-122nd Ave. (Unit 2) section of Sunnyside Road (County Road) Highway in Clackamas County.

Street address or Sec. T.R. 11161 SE Sunnyside Road, Clackamas, Oregon 97015

How does taking affect remaining property? removes privacy, reduces area
(Give details regarding dividing of tract, if appropriate)

Nature of property taken landscaped front yard of single family dwelling
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential			
Parcel 1 - fee - 350 s.f. @ $1.142⁺/s.f.	- $400		
" 2 - P.E. Slopes - 1525 s.f. @ $0.1672/s.f.	- 255		
" 3 - P.E. Elec.Powerlines - 630 s.f. @ $0.119+/s.f.	- 75	=	$ 730.
IMPROVEMENTS:			
15' fencing @ $5.33/LF	- $ 80.		
Landscaping (lumpsum)	- 3,190	=	3,270.
TOTAL		=	$4,000

Withholding $ -0- for

Appraisals: $ 2600 By V. Alvarado Review Appraisal $ 2,600
Staff & $
Fee $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix C-[illegible]-2543 Participating $ 4000 Non-Participating $ —

Mail address 11161 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-5389

Phone No.

Attorney none Address

Purpose of purchase R/W & easements

OPTION EXPIRES 3/26/86

Possession upon filing complaint & pymt into court upon payment

Location of property S.E. 97th Ave.-122nd Ave. (Unit 2) section of Sunnyside Road (County Road) Highway in Clackamas County.

Street address or Sec. T.R. 11161 SE Sunnyside Road, Clackamas, Oregon 97015

How does taking affect remaining property? removes privacy, reduces area
(Give details regarding dividing of tract, if appropriate)

Nature of property taken landscaped front yard of single family dwelling
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential

Parcel 1 - fee - 350 s.f. @ $1.142+/s.f.	- $400		
" 2 - P.E. Slopes - 1525 s.f. @ $0.1672/s.f.	- 255		
" 3 - P.E. Elec.Powerlines - 630 s.f. @ $0.119+/s.f.	- 75	=	$ 730.

IMPROVEMENTS:

15' fencing @ $5.33/LF	- $ 80.		
Landscaping (lumpsum)	- 3,190	=	3,270.
	TOTAL	=	$4,000

Withholding $ -0- for

Appraisals: $ 2600 By V. Alvarado Review Appraisal $ 2,600

Staff & $

Fee $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix C-303-2543 Participating $ 4000 Non-Participating $ -0-

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Kenneth Rolfe Date 10-4-85 Signed:
Right of Way Supervisor Right of Way Agent

Date 10-14-85 Dale Rossman
Right of Way Manager Dated: 9/27/85

Authorized by Transportation Commission: 10/14/85 Date

FORM 734-3042 (4-84)

county 10/18/85

FINAL REPORT on Real Property Negotiations

IX-9718(5)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

File 53172

Sta. 549+95 to Sta. 551+25

Name of owner Raymond M. and Patricia J. Galligan

Mail address 11271 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-5095

Phone No.

Attorney none Address

Purpose of purchase R/W OPTION EXPIRES 1/10/86 Possession upon payment

Location of property SE 97th-122nd Avenue (Unit 2) section of Sunnyside Road (Co.Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11271 SE Sunnyside Road, Clackamas, Oregon 97015

How does taking affect remaining property? straightens up R/W line
(Give details regarding dividing of tract, if appropriate)

Nature of property taken landscaped front yard of large single family dwelling. Zoned residential.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential, 125 s.f. @ $2.00/s.f.		=	$ 250.
IMPROVEMENTS: landscaping	- $150		
sprinklers	- 100	=	250.
	Total	=	$ 500.

Withholding $ -0- for

Appraisals:	$ 400	By Clark	Review Appraisal $ 400
Staff &	$		
Fee	$		By Carl G. Schmidt Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Mail address 11271 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-5095

Phone No.

Attorney none Address

Purpose of purchase R/W

OPTION EXPIRES 1/10/86

Possession upon payment

Location of property SE 97th-122nd Avenue (Unit 2) section of Sunnyside Road (Co.Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11271 SE Sunnyside Road, Clackamas, Oregon 97015

How does taking affect remaining property? straightens up R/W line
(Give details regarding dividing of tract, if appropriate)

Nature of property taken landscaped front yard of large single family dwelling. Zoned residential.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential, 125 s.f. @ $2.00/s.f.		=	$ 250.
IMPROVEMENTS:	landscaping	- $150		
	sprinklers	- 100	=	250.
		Total	=	$ 500.

Withholding $ -0- for

Appraisals: $ 400 By Clark Review Appraisal $ 400
Staff & $
Fee $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 1 [illegible] Participating $ 500 Non-Participating $ --

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth K Poole Date 7-12-85 Signed: D.R. Rossman
Right of Way Supervisor
Dale Rossman f Way Agent
Date 7-15-85 Dated: 7/12/85
Right of Way Manager
Authorized by
Transportation Commission: Date R B Boyd 7-16-85

FORM 734-3042 (4-84)

[illegible] [illegible]/85

FINAL REPORT on Real Property Negotiations

Ix-9718(5)

HIGHWAY DIVISION

File 53173

Sta. 551+55 to Sta. 553+31

Name of owner REGINALD E. & LINDA L. O'DONNELL

Mail address 11311 S.E. Sunnyside Rd.
Clackamas, OR 97015 Phone No. 658-3240

Phone No.

Attorney N/A Address

Purpose of purchase R/W & Perm. Easement

OPTION EXPIRES 1/23/86

Possession Upon payment

Location of property S.E. 97th-122nd Ave. (Unit 2) section of Sunnyside Rd. (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11311 SE Sunnyside Rd., Clackamas, OR 97015

How does taking affect remaining property? Reduces area. Imposes perm. ease. for slopes and electric powerlines.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Landscaped front yard of single family dwelling.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

P. OBLIG 3300 TO CONST.
DATE 8/2/85

LAND:	Residential - P.1 - fee 50 s.f. @ $2/s.f.	= $100	
	Residential - P.2 - fee 25 s.f. @ $2/s.f.	= $ 50	
	Residential - P.3 - PE 855 s.f. @ $.20/s.f. (for slopes & electric powerlines)	= $175	
TOTAL LAND			$ 325
IMPROVEMENTS:	Cycline Fencing	= $965	
	Landscaping	= $310	
TOTAL IMPROVEMENTS			$ 1,275
TOTAL LAND AND IMPROVEMENTS			$ 1,600
LESS:	Fencing Retained by Grantors		- $ 145
			$ 1,455

EXHIBIT C - State's Other Obligations

State is to reconnect the existing driveway.

EXHIBIT G - Repurchase of Improvements

As an essential part of this transaction and for the sume of $145, which . . . . described building and structure: The cycline fencing in the subject acquisition area. It is agreed that said building and structure shall be removed from the optioned property herein describec prior to September 15, 1985. It is agreed that the further sum of $-0- is to be withheld . . .

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 5 1985
REFER TO
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Withholding $ 0 for

Appraisals: $ 1600 By Clark

Staff & $

Fee $

Review Appraisal $ 1600

By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Mail address 11311 S.E. Sunnyside Rd.
Clackamas, OR 97015 Phone No. 658-3240

Phone No.

Attorney N/A Address

Purpose of purchase R/W & Perm. Easement

OPTION EXPIRES 1/23/85

Possession Upon payment

Location of property S.E. 97th-122nd Ave. (Unit 2) section of Sunnyside Rd. (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11311 SE Sunnyside Rd., Clackamas, OR 97015

How does taking affect remaining property? Reduces area. Imposes perm. ease. for slopes and electric powerlines.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Landscaped front yard of single family dwelling.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:
Residential - P.1 - fee 50 s.f. @ $2/s.f. = $100
Residential - P.2 - fee 25 s.f. @ $2/s.f. = $ 50
Residential - P.3 - PE 855 s.f. @ $.20/s.f. = $175
(for slopes & electric powerlines)

TOTAL LAND ---------- $ 325

IMPROVEMENTS:
Cycline Fencing = $965
Landscaping = $310

TOTAL IMPROVEMENTS ---------- $ 1,275

TOTAL LAND AND IMPROVEMENTS ---------- $ 1,600

LESS: Fencing Retained by Grantors - $ 145

EXHIBIT C - State's Other Obligations $ 1,455

State is to reconnect the existing driveway.

EXHIBIT G - Repurchase of Improvements

As an essential part of this transaction and for the sume of $145, which . . . . described building and structure: The cycline fencing in the subject acquisition area. It is agreed that said building and structure shall be removed from the optioned property herein described prior to September 15, 1985. It is agreed that the further sum of $-0- is to be withheld . . .

P. OBLIG 3300 TO CONST.
DATE 8/2/85

PROGRAM SECTION
MANAGER — RESOURCE UNIT —
FA UNIT — PROGRAM UNIT —
AUG 5 1985
REFER TO
R/D — ACT — REPLY —
DISC — INFO — FILE —

Withholding $ 0 for

Appraisals: $ 1600 By Clark
Staff & $
Fee $

Review Appraisal $ 1600
By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R 53173 Participating $ 1455 Non-Participating $ -0-

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 7/26/85 Signed: Right of Way Agent
DALE V. ROSSMAN

Right of Way Manager Date 8-1-85 Dated: 7/26/85

Authorized by Transportation Commission: Date

FORM 734-3042 (4-84)

county 8/2/85

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53174

Sta. 553+45 to Sta. 554+45

Name of owner JOHN A. & JORI L. PEGNONE (who took title as Jori L. Pegnone)

Mail address 11351 SE Sunnyside Rd.
Clackamas, OR 97015

Phone No. 658-8500

Phone No.

Attorney None Address

Purpose of purchase Right of Way & Perm. Easement

OPTION EXPIRES Dec 1/30/86

Possession Upon payment

Location of property SE 97th-SE 122nd Ave. (Unit 2) section of Sunnyside Rd. (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11351 SE Sunnyside Rd., Clackamas, OR 97015

How does taking affect remaining property? Imposes Perm. Ease. & reduces area.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Front yard of single family dwelling on property zoned residential
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential - Par. 1 - 15 s.f. @ $2/s.f. = $30
Residential - Par. 2 - 450 s.f. @ $.21+/s.f. = $95
(P.E. for slopes and electric powerlines)

TOTAL LAND ---------- $125

IMPROVEMENTS: Landscaping items = $625

TOTAL IMPROVEMENTS ---------- $625

TOTAL LAND AND IMPROVEMENTS ---------- $750

EXHIBIT C - State's Other Obligations

State is to reconnect the existing driveway with a 25' approach.

P. OBLIG 3300 TO CONST.
DATE 8/9/85

Withholding $ 0 for

Appraisals: $ 1000 By Clark, Review Appraisal $ 500
Staff & $
Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R 53174 Participating $ 750 Non-Participating $

Mail address 11351 SE Sunnyside Rd.
Clackamas, OR 97015 Phone No. 658-8500

Phone No.

Attorney None Address

Purpose of purchase Right of Way & Perm. Easement

OPTION EXPIRES 1/30/86 Deed

Possession Upon payment ~~[illegible]~~

Location of property SE 97th-SE 122nd Ave. (Unit 2) section of Sunnyside Rd. (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11351 SE Sunnyside Rd., Clackamas, OR 97015

How does taking affect remaining property? Imposes Perm. Ease. & reduces area.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Front yard of single family dwelling on property zoned residential
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - Par. 1 - 15 s.f. @ $2/s.f.	= $30
	Residential - Par. 2 - 450 s.f. @ $.21+/s.f.	= $95
	(P.E. for slopes and electric powerlines)	
TOTAL LAND		$125
IMPROVEMENTS:	Landscaping items	= $625
TOTAL IMPROVEMENTS		$625
TOTAL LAND AND IMPROVEMENTS		$750

EXHIBIT C - State's Other Obligations

State is to reconnect the existing driveway with a 25' approach.

P. OBLIG 3300 TO CONST.
DATE 8/9/85

Withholding $ 0 for

Appraisals: $ 1000 By Clark Review Appraisal $ 500
Staff & $
Fee $ By Carl Schmidt Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R 53174 Participating $ 750 Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth Rolf Right of Way Supervisor Date 8-2-85
Right of Way Manager Date 8-7-85
Authorized by Transportation Commission: 8-7-85 Date

Signed: Dale V. Rossman Right of Way Agent
DALE V. ROSSMAN
Dated: 8/2/85

FORM 734-3042 (4-84)

county 8/9/85

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53175

Sta. 554+40 to Sta. 558+60

Name of owner The Lents Church of the Evangelical Church of North America

Mail address 11501 SE Sunnyside Rd., Clackamas, Oregon 97015 Phone No. 658-6000

Phone No.

Attorney Address

Purpose of purchase R/W OPTION EXPIRES 2/14/86 Possession upon payment

Location of property SE 97th-SE 122nd Avenue (Unit 2) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 11501 SE Sunnyside Road

How does taking affect remaining property? minor reduction in size
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential land and easements
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential,			
Parcel 1 - 1000 s.f. @ $.46/s.f.	- $ 460		
" 2 - P.E. Slopes/Elec.Powerlines, 2100 sf @ $.11+/s.f.	- 240		
" 3 - P.E. Drainage Fac., 250 s.f. @ $.08	- 20	= $ 720	
IMPROVEMENTS: Ground cover	- $ 33		
Asphalt and concrete	- 182		
Tree	- 200		
Reader board base	- 115	= $ 530	
TOTAL		= $1,250	

EXHIBIT "C": State is to reconnect existing driveway.

P. OBLIG 3300 TO CONST.
DATE 8/23/85

Withholding $ -0- for

Appraisals: $ 1050 By V. Aldvarado Review Appraisal $ 1050
Staff & $
Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Name of owner The Lents Church of the Evangelical Church of North America

Mail address 11501 SE Sunnyside Rd., Clackamas, Oregon 97015 Phone No. 658-6000

Phone No.

Attorney Address

Purpose of purchase R/W OPTION EXPIRES 2/14/86 Possession upon payment

Location of property SE 97th-SE 122nd Avenue (Unit 2) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 11501 SE Sunnyside Road

How does taking affect remaining property? minor reduction in size
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential land and easements
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumb.ehead on back of sheet if necessary.)

LAND: Residential,

Parcel 1 - 1000 s.f. @ $.46/s.f.	- $ 460		
" 2 - P.E. Slopes/Elec.Powerlines, 2100 sf @ $.11+/s.f.	- 240		
" 3 - P.E. Drainage Fac., 250 s.f. @ $.08	- 20	=	$ 720

IMPROVEMENTS: Ground cover	- $ 33		
Asphalt and concrete	- 182		
Tree	- 200		
Reader board base	- 115	=	$ 530
TOTAL		=	$1,250

EXHIBIT "C": State is to reconnect existing driveway.

P. OBLIG 3300 TO CONST.
DATE 8/23/85

Withholding $ -0- for

Appraisals: $ 1050 By V. Alavarado Review Appraisal $ 1050
Staff & $
Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R/ 33175 Participating $ 1250 Non-Participating $ -0-

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth Roof Date 8-14-85 Signed:
Right of Way Supervisor Right of Way Agent
Date Dated: John E. Baker
Right of Way Manager 8/16/85
Authorized by
Transportation Commission: Date 8-21-85

FORM 734-3042 (4-84)

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

FAP: IX-9718(5)

File 53177

Sta. 562+50 to Sta. 563+50

Name of owner MARGARET KATHERINE SCHURCH

Mail address 11653 SE Sunnyside Road, Clackamas, Ore. 97015 Phone No. 658-3311

Phone No.

Attorney none Address

Purpose of purchase Perm.Ease. First OPTION EXPIRES 6/27/85 Possession on payment

Location of property SE 97th Ave.-SE 122nd Ave. (Unit 2) section of

Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 11653 SE Sunnyside Road, Clackamas

How does taking affect remaining property? Minor easement on road frontage
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Residential R-10, grass, trees and rock wall
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential - Perm. Slope Ease., 1450 s.f. @ $.21⁻/sf	=	$300
IMPROVEMENTS: misc. trees, grass and rock wall	=	600
TOTAL	=	$900.

EXHIBIT "C": State's Other Obligations

State is to reconnect diveway approach Station 562+40.

P. OBLIG 3300 TO CONST.
DATE 1/4/85

Withholding $ -- for

Relocation: 3617 forwarded on 12/28/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 900 By J. Swan Review Appraisal $ 900

Staff & $

Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 $ 900

Mail address 11653 SE Sunnyside Road, Clackamas, Ore. 97015 Phone No. 658-3311

Phone No.

Attorney none Address

Purpose of purchase Perm.Ease. OPTION First EXPIRES 6/27/85 Possession on payment

Location of property SE 97th Ave.-SE 122nd Ave. (Unit 2) section of

Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 11653 SE Sunnyside Road, Clackamas

How does taking affect remaining property? Minor easement on road frontage
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Residential R-10, grass, trees and rock wall
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential - Perm. Slope Ease., 1450 s.f. @ $.21¯/sf	=	$300
IMPROVEMENTS: misc. trees, grass and rock wall	=	600
TOTAL	=	$900.

EXHIBIT "C": State's Other Obligations

State is to reconnect diveway approach Station 562+40.

P. OBLIG 3300 TO CONST.
DATE 1/4/85

Withholding $ -- for

Relocation: 3617 forwarded on 12/28/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 900 By J. Swan Review Appraisal $ 900

Staff & $

Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 900 Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Date 1/2/85 Signed:
Right of Way Supervisor Right of Way Agent

KAYDA CLARK

Rod H. Date 1-7-85 Dated: January 2, 1985
Right of Way Manager

Authorized by
Transportation Commission: J. Boyd 1-4-85
Date

FORM 734-3042 (Rev. 7-78)

county 1/4/85

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

FAP IX-9718(5)

File 53178

Sta. 548+60 to Sta 551+45

Name of owner C. (Cecil) H. and Jane F. Garbe

Mail address 11220 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-3978

Phone No.

Attorney none Address

Purpose of purchase R/W & Perm.Ease. OPTION EXPIRES 3/7/85 Paid Possession upon payment

Location of property SE 97th Avenue-SE 122nd Avenue (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 11220 SE Sunnyside Road

How does taking affect remaining property? Slight reduction in usability
(Give details regarding dividing of tract, if appropriate)

Nature of property taken unimproved, multi-family property
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Multi-family residential

Parcel 1, fee, 1600 s.f. @ $1.53+/s.f.	- $2,450	
Parcel 2, Perm.Slope Ease., 3950 s.f. @ $.15+/s.f.	- 600	
Parcel 3, Perm.Power Line Fac.Ease., 1400 sf @ nominal	- 100	= $ 3,150.

IMPROVEMENTS: landscaping,

Wood fence, 65' @ $4.61+/sf	- $ 300	
Wire fence, 45' @ $1.11+/sf	- 50	
Farm fencing ---------- 200' @ $2.10/sf	- 420	
Asphalt driveway, 100' @ $.80/sf	- 80	= $ 850.
	TOTAL	= $ 4,000.

P. OBLIG E 300 TO CONST.
DATE 11/2/84

STATE'S OTHER OBLIGATIONS - EXHIBIT "C"

State is to reconnect existing driveway, and to construct a temporary fence on the easement line. Grantor will construct a permanent fence after highway construction is completed.

Withholding $ -- for

Relocation: 3617 forwarded on 9/18/84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $4,000 By Kayda Clark Review Appraisal $4,000

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2513 Participating $ 4000 Non-Participating $ ——

Mail address 11220 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-3978

Phone No.

Attorney none Address

Purpose of purchase R/W & Perm.Ease. OPTION Dait EXPIRES 3/7/85 Possession upon payment

Location of property SE 97th Avenue-SE 122nd Avenue (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 11220 SE Sunnyside Road

How does taking affect remaining property? Slight reduction in usability
(Give details regarding dividing of tract, if appropriate)

Nature of property taken unimproved, multi-family property
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Multi-family residential

Parcel 1, fee, 1600 s.f. @ $1.53+/s.f.	- $2,450	
Parcel 2, Perm.Slope Ease., 3950 s.f. @ $.15+/s.f.	- 600	
Parcel 3, Perm.Power Line Fac.Ease., 1400 sf @ nominal	- 100	= $ 3,150.

IMPROVEMENTS: landscaping,

Wood fence, 65' @ $4.61+/sf	- $ 300	
Wire fence, 45' @ $1.11+/sf	- 50	
Farm fencing ---------- 200' @ $2.10/sf	- 420	
Asphalt driveway, 100' @ $.80/sf	- 80	= $ 850.
	TOTAL	= $ 4,000.

P. OBLIG E 300 TO CONST.
DATE 11/7/84

STATE'S OTHER OBLIGATIONS - EXHIBIT "C"

State is to reconnect existing driveway, and to construct a temporary fence on the easement line. Grantor will construct a permanent fence after highway construction is completed.

Withholding $ -- for

Relocation: 3617 forwarded on 9/18/84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $4,000 By Kayda Clark Review Appraisal $4,000

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2513 Participating $ 4000 Non-Participating $ —0—

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Date 10/25/84 Signed: Daryl H Kehoe
Right of Way Supervisior Right of Way Agent
Daryl H. Kehoe

Date 10-31-7 Dated: October 24, 1984
Right of Way Manager

Authorized by
Transportation Commission: Date

FORM 734-3042 (Rev. 7-78)

county 11/2/84

FINAL REPORT on Real Property Negotiations

FAP#IX-9718(5)

OREGON STATE HIGHWAY DIVISION

File 53179

Sta 551+45 to Sta 552+80

Name of owner HARRIET G. HOLLING

Mail address 11288 S.E. Sunnyside Rd.
Clackamas, OR 97015

Phone No. 658-2256

Phone No.

Attorney None Address

Purpose of purchase Right of Way & Perm. Ease.

OPTION EXPIRES 3/12/85

Possession Upon ~~Possession~~ Payment

Location of property S.E. 97th Ave.-S.E. 122nd Ave. (Unit II) section of Sunnyside Road Highway in Clackamas County

Street address or Sec. T.R. 11288 S.E. Sunnyside Rd.

How does taking affect remaining property? Slight reduction in area & in usability.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Unimproved multi-family property.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Multi-Family Residential		
	Parcel 1 - Fee, 790 s.f. @ $1.55+/s.f.	= $1225	
	Parcel 2 - Perm.Slope Ease., 1500/s.f. @ $.16/s.f.	= $ 240	
	Parcel 3 - Perm.Ease.for powerline facility, 660 s.f. @ $.09+/s.f.	= $ 60	
TOTAL LAND			$1,525
IMPROVEMENTS:	Wire fence - 80 sf @ $1/s.f.	= $ 80	
	13' concrete curb - $3+/ft.	= $ 40	
	100 s.f. asphalt driveway @ $.75/s.f.	= $ 75	
	Misc. trees and shrubs	= $ 330	
			$ 525
TOTAL LAND AND IMPROVEMENTS			$2050

EXHIBIT C - State's Other Obligations

State is to reconnect existing driveway.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 15 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

P. OBLIG E 300 TO CONST.
DATE 10/17/84

Withholding $ ____ for ____

Relocation: 3617 forwarded on 9/6/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ ____ Replacement Housing: $ ____ Rent Supplement

Appraisals: $ 2050 By Kayda Clark Review Appraisal $ 2050

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203--43 Participating $ 2050 Non-Participating $ --

Mail address 11288 S.E. Sunnyside Rd.
Clackamas, OR 97015 Phone No. 658-2256

Phone No.

Attorney None Address

Purpose of purchase Right of Way & Perm. Ease. OPTION EXPIRES 3/12/85 Possession Upon ~~Possession~~ Payment

Location of property S.E. 97th Ave.-S.E. 122nd Ave. (Unit II) section of
Sunnyside Road Highway in Clackamas County

Street address or Sec. T.R. 11288 S.E. Sunnyside Rd.

How does taking affect remaining property? Slight reduction in area & in usability.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Unimproved multi-family property.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Multi-Family Residential		
	Parcel 1 - Fee, 790 s.f. @ $1.55+/s.f.	= $1225	
	Parcel 2 - Perm.Slope Ease., 1500/s.f. @ $.16/s.f.	= $ 240	
	Parcel 3 - Perm.Ease.for powerline facility, 660 s.f. @ $.09+/s.f.	= $ 60	
TOTAL LAND ----------			$1,525
IMPROVEMENTS:	Wire fence - 80 sf @ $1/s.f.	= $ 80	
	13' concrete curb - $3/ft.	= $ 40	
	100 s.f. asphalt driveway @ $.75/s.f.	= $ 75	
	Misc. trees and shrubs	= $ 330	
			$ 525
TOTAL LAND AND IMPROVEMENTS ----------			$2050

EXHIBIT C - State's Other Obligations

State is to reconnect existing driveway.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 15 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

P. OBLIG E 300 TO CONST.
DATE 10/12/84

Withholding $ ______ for ______

Relocation: 3617 forwarded on 9/6/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ ______ Replacement Housing; $ ______ Rent Supplement

Appraisals: $ 2050 By Kayda Clark Review Appraisal $ 2050

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203- -43 Participating $ 2050 Non-Participating $ --

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

[illegible] Date 9-26-84
Right of Way Supervisior

Signed: Daryl H Kehoe
Right of Way Agent
Daryl H. Kehoe

[illegible] Date
Right of Way Manager

Dated: 9/17/84

Authorized by
Transportation Commission: Date [illegible]

FORM 734-3042 (Rev. 7-78)

county 10/12/84

FINAL REPORT on Real Property Negotiations

FAP IX-9718(5)

OREGON STATE HIGHWAY DIVISION

File 53180

Sta. 552+50 to Sta. 556+00

Name of owner Anthony J. and Violet M. Bragato

Mail address 11350 SE Sunnyside Road, ~~Portland~~ Clackamas, Oregon 97015 Phone No. 658-2119

Phone No.

Attorney none Address

Purpose of purchase R/W & Perm.Ease. OPTION ~~EXPIRES~~ Deed 3/5/86 Possession upon payment

Location of property SE 97th Ave.-SE 122nd Ave. (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 11350 SE Sunnyside Road

How does taking affect remaining property? Slight reduction inusability
(Give details regarding dividing of tract, if appropriate)

Nature of property taken unimproved, multi-family property
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Multi-family residential

Parcel 1, fee, 1000 s.f. @ $1.62/s.f. =	$1,620	
Parcel 2, Perm. Slope Ease., 1425 sf @ .16+/sf =	235	
Parcel 3, Perm.Power/Ease., 1000 sf @ nominal =	80	= $1,935

IMPROVEMENTS: Landscaping,

6 trees @ $228/ea.	- $1,368	
2425 sf ground cover @ $.15+/sf	- 369	
75 sf asphalt driveway @ $.50+/sf	- 38	
Yard post light	- 90	= $1,865
	TOTAL	= $3,800

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

P. OBLIG E 300 TO CONST.
DATE 9/28/84

Withholding $ — for

Relocation: 3617 forwarded on 8/22/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ — Replacement Housing; $ — Rent Supplement

Appraisals: $ 4660 By Kayda Clark Review Appraisal $ 3,800

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 3800 Non Participating $ —

Mail address 11350 SE Sunnyside Road, ~~Portland~~ Clackamas, Oregon 97015 Phone No. 658-2119

Phone No.

Attorney none Address

Purpose of purchase R/W & Perm.Ease. OPTION ~~EXPIRES~~ Deed 3/5/86 Possession upon payment

Location of property SE 97th Ave.-SE 122nd Ave. (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 11350 SE Sunnyside Road

How does taking affect remaining property? Slight reduction inusability
(Give details regarding dividing of tract, if appropriate)

Nature of property taken unimproved, multi-family property
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Multi-family residential

Parcel 1, fee, 1000 s.f. @ $1.62/s.f.	= $1,620		
Parcel 2, Perm. Slope Ease., 1425 sf @ .16+/sf	= 235		
Parcel 3, Perm.Power/Ease., 1000 sf @ nominal	= 80	=	$1,935

IMPROVEMENTS: Landscaping,

6 trees @ $228/ea.	- $1,368		
2425 sf ground cover @ $.15+/sf	- 369		
75 sf asphalt driveway @ $.50+/sf	- 38		
Yard post light	- 90	=	$1,865
	TOTAL	=	$3,800

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

P. OBLIG E 300 TO CONST.
DATE 9/28/84

Withholding $ — for

Relocation: 3617 forwarded on 8/22/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ — Replacement Housing; $ — Rent Supplement

Appraisals: $ 4660 By Kayda Clark Review Appraisal $ 3,800
Staff & $
Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 3800 Non-Participating $ —

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Kenneth Rolfe Date 9-18-84 Signed: Daryl Kehoe
Right of Way Supervisor Right of Way Agent
DARYL KEHOE

Date 9-21-84
Right of Way Manager Dated: September 10, 1984

Authorized by Transportation Commission: Date 9/21/84

FORM 734-3042 (Rev. 7-78)

county 9/28/84

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

FAP IX-9618(5)

File 53182

Sta 557+22 to Sta 558+56.98

Name of owner Byron J. and Ruth I. Hylton

Mail address 2615 NE 22nd, Portland, Oregon 97212 Phone No 287-9938

Phone No

Attorney none Address

Purpose of purchase R/W & Perm. Ease. OPTION EXPIRES 2/1/85 Possession upon payment

Location of property SE 97th Avenue-SE 122nd Avenue (Unit 2) section of Sunnyside Road (County Rd.) Highway in Clackamas County

Street address or Sec. T.R. 11520 SE Sunnyside Road

How does taking affect remaining property? minor reduction in area
(Give details regarding dividing of tract, if appropriate)

Nature of property taken vacant multi-family property
(Give details regarding nature, cultivation, improvements and class of property taken)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

PROGRAM SECTION
MANAGER ...... RESOURCE UNIT ......
FA UNIT PROGRAM UNIT ......
SEP 10 1984
REFER TO..........
R/D ✓ ACT ...... REPLY ......
MISC ...... INFO ...... FILE ......

LAND: Multi-family,				
Parcel 1 - 50 s.f. @ $1.50/s.f.	-	$ 75.		
Parcel 2 - 1920 s.f. @ $16-/s.f. Perm.Slope Ease.	-	300.		
Parcel 3 - 230 s.f. @ $.43+/s.f. Perm.Utility Ease.	-	100.	=	$475
IMPROVEMENTS: Small tree and natural ground cover (lump sum)			=	50
TOTAL			=	$525

P. OBLIG E 300 TO CONST.
DATE 9/7/84

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveways at approx. Engr. Station 559+40 and 560+00.

State will, at the time of highway construction, build the following road approach:

Engr. Station	Top Surface Width
557+50	12'

APPROVED: Region Engineer

APPROVED: NA Clackamas County Date

Withholding $ -0- for

Relocation: 3617 forwarded on 8/6/84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 525 By H. Bergstrom Review Appraisal $ 525

Staff & $

Fee $ By C. Schmidt Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Mail address 2615 NE 22nd, Portland, Oregon 97212 Phone No 287-9938

Phone No.

Attorney none Address

Purpose of purchase R/W & Perm. Ease. OPTION EXPIRES 2/1/85 Possession upon payment

Location of property SE 97th Avenue-SE 122nd Avenue (Unit 2) section of Sunnyside Road (County Rd.) Highway in Clackamas County

Street address or Sec. T.R. 11520 SE Sunnyside Road

How does taking affect remaining property? minor reduction in area
(Give details regarding dividing of tract, if appropriate)

Nature of property taken vacant multi-family property
(Give details regarding nature, cultivation, improvements and class of property taken)

PROGRAM SECTION
MANAGER ...... RESOURCE UNIT ......
FA UNIT ...... PROGRAM UNIT ......
SEP 10 1984
REFER TO ......
R/D ...... ACT ...... REPLY ......
MISC ...... INFO ...... FILE ......

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Multi-family,			
Parcel 1 - 50 s.f. @ $1.50/s.f.	-	$ 75.	
Parcel 2 - 1920 s.f. @ $.16-/s.f. Perm.Slope Ease.	-	300.	
Parcel 3 - 230 s.f. @ $.43+/s.f. Perm.Utility Ease.	-	100.	= $475
IMPROVEMENTS: Small tree and natural ground cover (lump sum)			= 50
TOTAL			= $525

P. OBLIG E 300 TO CONST.
DATE 9/7/84

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveways at approx. Engr. Station 559+40 and 560+00.

State will, at the time of highway construction, build the following road approach:

Engr. Station	Top Surface Width
557+50	12'

APPROVED:
Region Engineer

APPROVED: NA
Clackamas County
Date

Withholding $ -0- for

Relocation: 3617 forwarded on 8/6/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 525 By H. Bergstrom Review Appraisal $ 525
Staff & $
Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 525 Non-Participating $

General remarks The County doesn't want to approve options individually anymore.
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth L Rolfe Date 8-21-84 Signed
Right of Way Supervisior Right of Way Agent
KAYDA CLARK
Date Dated: 8/17/84
Right of Way Manager
Authorized by Transportation Commission: Date

FORM 734-3042 (Rev. 7-78)

FINAL REPORT on Real Property Negotiations FAP IX-9718(5)

OREGON STATE HIGHWAY DIVISION

File 53183

Sta. 562+10 to Sta. 564+50

Name of owner Pauline T. Weaver

Mail address 7865 SW Bonita, Tigard, Oregon 97223 Phone No. 639-4593

Phone No.

Attorney Address

Purpose of purchase Perm. Ease. Slope & Drainage

OPTION ~~EXPIRES~~ Ease 5/14/85

Possession upon payment

Location of property S.E. 97th Avenue-S.E. 122nd Avenue (Unit 2) section of Sunnyside Road (County Road) Highway in Clackamas County.

Street address or Sec. T.R. 117th & Sunnyside Road

How does taking affect remaining property? Encumbrance of street frontage (Give details regarding dividing of tract, if appropriate)

Nature of property taken small deciduous trees, large cherry tree, natural underbrush and grass. (Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Multi-Family - Permanent Slope & Drainage Easement, 6330 s.f. @ $.185+/s.f.	=	$1,200
IMPROVEMENTS: Misc. trees, shrubs and grass - lump sum	=	500
TOTAL	=	$1,700

P. OBLIG E 300 TO CONST.
DATE 11/30/84

EXHIBIT "C" - State's Other Obligations

States is to reconnect existing driveway on west end of property. Engineer Station 562+30.00.

State will, at the time of highway construction, build the following road approach:

Engr. Sta.	Top Surface Width
562+30.00	12'

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 03 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Withholding $ -- for

Relocation: 3617 forwarded on 9/17/84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ NA Replacement Housing; $ Rent Supplement

Appraisals: $ 1700 By H. Bergstrom Review Appraisal $ 1700

Staff & $

Fee $ By Carl Schmidt Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 1700 Non-Participating $ --

Mail address 7865 SW Bonita, Tigard, Oregon 97223 Phone No. 639-4593

Phone No.

Attorney Address

Purpose of purchase Perm. Ease. Slope & Drainage | Ease OPTION EXPIRES 5/14/85 | Possession upon payment

Location of property S.E. 97th Avenue-S.E. 122nd Avenue (Unit 2) section of Sunnyside Road (County Road) Highway in Clackamas County.

Street address or Sec. T.R. 117th & Sunnyside Road

How does taking affect remaining property? Encumbrance of street frontage
(Give details regarding dividing of tract, if appropriate)

Nature of property taken small deciduous trees, large cherry tree, natural underbrush and grass.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Multi-Family - Permanent Slope & Drainage Easement, 6330 s.f. @ $.185+/s.f.	=	$1,200
IMPROVEMENTS: Misc. trees, shrubs and grass - lump sum	=	500
TOTAL	=	$1,700

P. OBLIG E 300 TO CONST.
DATE 11/30/84

EXHIBIT "C" - State's Other Obligations

States is to reconnect existing driveway on west end of property. Engineer Station 562+30.00.

State will, at the time of highway construction, build the following road approach:

Engr. Sta.	Top Surface Width
562+30.00	12'

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 03 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Withholding $ -- for

Relocation: 3617 forwarded on 9/17/84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ NA Replacement Housing; $ Rent Supplement

Appraisals: $ 1700 By W. Bergstrom Review Appraisal $ 1700

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 1700 Non-Participating $ —

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Kenneth Rolfe Date 11-20-84 Signed: Kayda Clark
Right of Way Supervisor Right of Way Agent

Date 11-28-84 Dated: Kayda Clark
Right of Way Manager November 15, 1984

Authorized by Transportation Commission: Date 11/28/84

FORM 734-3042 (Rev. 7-78)

county 11/30/84

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

IX-9718(5)
File 53184

Sta. 564+00 to Sta. 566+00

Name of owner GEORGE K. SCHALER, PAUL A. BOLEN, KARL H. WALTER, CARL T. KNEE

Mail address 12703 S.E. Oatfield Rd.
Milwaukie, OR 97222
Phone No. 659-3902

Phone No.

Attorney N/A Address N/A

Purpose of purchase Perm. Ease. OPTION EXPIRES 3/9/85 Possession Upon Payment

Location of property S.E. 97th-S.E. 122nd Ave. section of Sunnyside Rd. (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. NE corner of SE 117th & Sunnyside Rd.

How does taking affect remaining property? Nominal effect - slope & drainage easement.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Unimproved conservation area.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - Permanent Easement for slopes and drainage - Nominal Consideration 4715 s.f.	=	$ 100
IMPROVEMENTS:	Shrubs and Trees	=	$ 150
TOTAL	--		$ 250

EXHIBIT E - Grantor's Other Obligations

A. Grantors agree to do the following at their own cost and expense:

Remove trees in the easement area.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 15 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Withholding $ ______ for ______

Relocation: 3617 forwarded on 9/25/84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ ______ Replacement Housing; $ ______ Rent Supplement

Appraisals: $ 250 By V. Alvarado Review Appraisal $ 250

Staff & $ ______

Fee $ ______ By Marvin G. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix [illegible] Participating $ 250 Non-Participating $

Mail address 12703 S.E. Oatfield Rd.
Milwaukie, OR 97222 Phone No. 659-3902

Phone No.

Attorney N/A Address N/A

Purpose of purchase Perm. Ease. OPTION EXPIRES 3/9/85 Possession Upon Payment

Location of property S.E. 97th-S.E. 122nd Ave. section of Sunnyside Rd. (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. NE corner of SE 117th & Sunnyside Rd.

How does taking affect remaining property? Nominal effect - slope & drainage easement.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Unimproved conservation area.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - Permanent Easement for slopes and drainage - Nominal Consideration 4715 s.f.	=	$ 100
IMPROVEMENTS:	Shrubs and Trees	=	$ 150
TOTAL	--		$ 250

EXHIBIT E - Grantor's Other Obligations

A. Grantors agree to do the following at their own cost and expense:

Remove trees in the easement area.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 15 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Withholding $ ______ for ______

Relocation: 3617 forwarded on 9/25/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ ______ Replacement Housing; $ ______ Rent Supplement

Appraisals: $ 250 By V. Alvarado Review Appraisal $ 250

Staff & $ ______

Fee $ ______ By Marvin G. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 2C 3 2543 Participating $ 250 Non-Participating $ ______

General remarks ______
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervision Date [illegible]

Signed:
Right of Way Agent
Jerry D. Swan

Right of Way Manager Date [illegible]

Dated: 9/26/84

Authorized by Transportation Commission: Date [illegible] 10/5/84

FORM 734-3042 (Rev. 7-78)

County 10/12/84

HIGHWAY DIVISION

FINAL REPORT on Real Property Negotiations

IX9718(5)

File 53186

Sta. 570+10 to Sta. 571+50

Name of owner CHESTER A. & VIOLET RUNYAN

Mail address 11899 SE Sunnyside Rd.
Clackamas, OR 97015

Phone No. 658-2237

Phone No.

Attorney N/A Address

Purpose of purchase Perm. Easement

OPTION EXPIRES 12/28/85

Possession Upon payment

Location of property SE 97th Ave.-SE 122nd Ave. section of Sunnyside Rd. (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11899 SE Sunnyside Rd., Clackamas, OR 97015

How does taking affect remaining property? Nominal effect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Taking is a permanent aerial easement for powerlines from front of residential tract.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential, 400 s.f. Perm. Aerial Easement for powerlines

400 s.f. @ $.25/s.f. = $ 100

STATES OTHER OBLIGATIONS

State is to:
1) reconnect existing driveway.
2) reconnect existing drainlines to street drains.

P. OBLIG 3300 TO CONST.
DATE 7/5/85

Withholding $ N/A for

Appraisals: $ 100 By H. Bergstrom

Staff & $

Fee $

Review Appraisal $ 100

By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 100 Non Participating $ —

Mail address 11899 SE Sunnyside Rd.
Clackamas, OR 97015 Phone No. 658-2237

Phone No.

Attorney N/A Address

Purpose of purchase Perm. Easement | OPTION EXPIRES 12/28/85 | Possession Upon payment

Location of property SE 97th Ave.-SE 122nd Ave. section of
Sunnyside Rd. (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11899 SE Sunnyside Rd., Clackamas, OR 97015

How does taking affect remaining property? Nominal effect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Taking is a permanent aerial easement for powerlines from front of residential tract.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential, 400 s.f. Perm. Aerial Easement for powerlines

400 s.f. @ $.25/s.f. = $ 100

STATES OTHER OBLIGATIONS

State is to:
1) reconnect existing driveway.
2) reconnect existing drainlines to street drains.

P. OBLIG 3300 TO CONST.
DATE 7/5/85

Withholding $ N/A for

Appraisals: $ 100 By H. Bergstrom
Staff & $
Fee $

Review Appraisal $ 100
By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-3543 Participating $ 100 Non-Participating $ —

General remarks NOTE: LEGAL DESCRIPTION CHANGED IN FIELD.
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Right of Way Supervisor Date 7-1-85
Right of Way Manager Date 7-3-85
Authorized by Transportation Commission: Date 7-5-85

Signed: JERRY SWAN Right of Way Agent
Dated: 6/28/85

FORM 734-3042 (4-84)

County 7/5/85

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53187

Sta. 571+45 to Sta. 573+55

Name of owner W.A. and Helen M. Johnson

Mail address 11965 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-2174

Phone No.

Attorney NA Address

Purpose of purchase R/W & Perm. Ease. OPTION EXPIRES 1/15/86 Possession upon payment

Location of property SE 97th-SE 122nd (Unit 2) section of Sunnyside Road (County Rd) Highway in Clackamas County.

Street address or Sec. T.R. 11965 SE Sunnyside Road, Clackamas 97015

How does taking affect remaining property? no adverse effect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken zoned residential. Front of homesite heavily landscaped
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential,		
	Parcel 1 - fee, 470 s.f. @ $0.74+/s.f.	- $350	
	" 2 - Perm.Ease. Overhead Elec. Powerline, 960 s.f. @ $0.146/s.f.	- 140	= $ 490.
IMPROVEMENTS:	Landscaping items (parcel 1)	- $1,310.	
	Trimming 2 trees (" 2)	- 200	= 1,510.
		TOTAL	= $2,000

EXHIBIT "C" - State's Other Obligations

a) State agrees to relocate existing sentinal light to easement area in same approximate present location. Present location is on telephone pole.
b) It is understood this agreement does not compensate grantors for the existing landscaping items in overhead easement area except for the trimming of the two tall Cedrus Atlantica Glauca trees.
c) State agrees to reconnect the existing driveways.

P. OBLIG 3300 TO CONST.
DATE 7/26/85

Withholding $ -0- for

Appraisals: $ 2000 By H. Bergstrom Review Appraisal $ 2000
Staff & $
Fee $ By C. Schmdit
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☑ Access not controlled

Job Prefix R-53187 Participating $ 2000 Non-Participating $

Mail address 11965 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-2174

Phone No.

Attorney NA Address

Purpose of purchase R/W & Perm. Ease. OPTION EXPIRES 1/15/86 Possession upon payment

Location of property SE 97th-SE 122nd (Unit 2) section of

Sunnyside Road (County Rd) Highway in Clackamas County.

Street address or Sec. T.R. 11965 SE Sunnyside Road, Clackamas 97015

How does taking affect remaining property? no adverse effect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken zoned residential. Front of homesite heavily landscaped
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential,		
Parcel 1 - fee, 470 s.f. @ $0.74+/s.f.	- $350	
" 2 - Perm.Ease. Overhead Elec. Powerline, 960 s.f. @ $0.146/s.f.	- 140	= $ 490.
IMPROVEMENTS: Landscaping items (parcel 1)	- $1,310.	
Trimming 2 trees (" 2)	- 200	= 1,510.
TOTAL		= $2,000

EXHIBIT "C" - State's Other Obligations

a) State agrees to relocate existing sentinal light to easement area in same approximate present location. Present location is on telephone pole.
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c) State agrees to reconnect the existing driveways.

P. OBLIG 3300 TO CONST.
DATE 7/26/85

Withholding $ -0- for

Appraisals: $ 2000 By H. Bergstrom Review Appraisal $ 2000
Staff & $
Fee $
By C. Schmdit
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R-53187 Participating $ 2000 Non-Participating $

General remarks DESCRIPTION CHANGED IN FIELD Added "OVERHEAD" TO EASEMENT
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 7-17-85 Signed: Dale Rossman
Dale Rossman Right of Way Agent

Right of Way Manager Date 7-23-85 Dated: July 17, 1985

Authorized by Transportation Commission: Date 7-23-85

FORM 734-3042 (4-84)

rmenter 7/26/85

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53188

Sta. 573+55 to Sta. 575+57

Name of owner fee s: Wilbur J. Schick
121 Library Court
Oregon City, Oregon 97045

Edwin Minster
20405 S. Danny Cout
Oregon City, Oregon 97045

tenants in common

Mail address (C.P.) Michael S. Reinbold
11995 SE Sunnyside Road
Clackamas, Oregon 97015

Phone No.

Phone No.

Attorney Address

Purpose of purchase R/W, Perm. Ease. OPTION EXPIRES 1/31/86 Possession upon payment

Location of property S.E. 97th - S.E. 122nd (Unit 2) section of Sunnyside Road (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11995 SE Sunnyside Road, Clackamas 97015

How does taking affect remaining property? Reduces area. Imposes Perm. Ease.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Front yard of single family dwelling on property zoned residential with excess land.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumb.ehead on back of sheet if necessary.)

LAND:	Residential			
	Parcel 1 - fee, 200 s.f. @ $1.05/s.f.	- $ 210		
	" 2 - Perm.Ease. Slopes & Elec. Powerline, 1010 s.f. @ $.272+/s.f.	- 275		
	P 3 - Perm.Ease. Anchor Pole, 100 s.f. @ $1/s.f.	- 100	=	$585
IMPROVEMENT:	Landscaping items		=	215
				$800
DAMAGES:	To two large trees on remainder		=	150
		TOTAL	=	$950

P. OBLIG 3300 TO CONST.
DATE 8/9/85

EXHIBIT "C" - State's Other Obligations

State is to construct curb cut to accommodate standard 21 ft. approach opposite C.L. Station 574+65. Approach Permit #EP 85-4565 issued 7/30/85. This work to be completed during construction of the project. This is in addition to the existing approach.

APPROVED:
Clackamas County

Withholding $ -- for

Appraisals: $ 1060 By H. Bergstrom Review Appraisal $ 950
Staff & $
Fee $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 21 - 31[illegible] Participating $ 950 Non-Participating $

Oregon City, Oregon 97045 Oregon City, Oregon 97045

Mail address (C.P.) Michael S. Reinhold Phone No.
11995 SE Sunnyside Road
Clackamas, Oregon 97015 Phone No.

Attorney Address

Purpose of purchase R/W, Perm. Ease. OPTION EXPIRES 1/31/86 Possession upon payment

Location of property S.E. 97th - S.E. 122nd (Unit 2) section of Sunnyside Road (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 11995 SE Sunnyside Road, Clackamas 97015

How does taking affect remaining property? Reduces area. Imposes Perm. Ease.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Front yard of single family dwelling on property zoned residential with excess land.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential		
	Parcel 1 - fee, 200 s.f. @ $1.05/s.f.	- $ 210	
	" 2 - Perm.Ease. Slopes & Elec. Powerline, 1010 s.f. @ $.272+/s.f.	- 275	
	P 3 - Perm.Ease. Anchor Pole, 100 s.f. @ $1/s.f.	- 100	= $585
IMPROVEMENT:	Landscaping items		= 215
			$800
DAMAGES:	To two large trees on remainder		= 150
	TOTAL		= $950

P. OBLIG 3300 TO CONST.
DATE 8/9/85

EXHIBIT "C" - State's Other Obligations

State is to construct curb cut to accommodate standard 21 ft. approach opposite C.L. Station 574+65. Approach Permit #EP 85-4565 issued 7/30/85. This work to be completed during construction of the project. This is in addition to the existing approach.

APPROVED: Clackamas County

Withholding $ -- for

Appraisals: $ 1060 By H. Bergstrom Review Appraisal $ 950
Staff & $
Fee $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 21 31 Participating $ 950 Non-Participating $ -

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth H. Rolfe Date 8-2-85 Signed: Dale Rossman
Right of Way Supervisor Right of Way Agent
Right of Way Manager Date 8-7-85 Dated: ~~July~~ August 2, 1985
Authorized by
Transportation Commission: Date

FORM 734-3042 (4-84)

county 8/9/85

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53189

Sta. 575+65 to Sta. 575+85

Name of owner (fee) Fannie M. Wallen and Glen W. Wallen
2243 SE 176th, Portland, Oregon 97233

Mail address (C.P.'s) Karen Sue Redden - 12085 SE Sunnyside Road, Clackamas, Oregon 97015
Edwin L. & Phyllis T. Spurgeon - 15355 SE Ondo Riveria Dr., Boring, Ore. 97009
Eddie Duane & Beverly A. Hirsch - 16451 Bel Air Dr., Clackamas, Ore. 97015

Phone No.

Phone No.

Attorney none Address

Purpose of purchase Perm. Ease.

OPTION EXPIRES 1/5/86

Possession upon payment

Location of property S.E. 97th Avenue - S.E. 122nd (Unit 2) section of Sunnyside Rd. (County Rd) Highway in Clackamas County.

Street address or Sec. T.R. 12085 SE Sunnyside Road, Clackamas, Oregon

How does taking affect remaining property? minor encumbrance on street frontage
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential zoning with conditional usage permit to operate a day care center. 500 s.f. perm. ease. across a portion of the street frontage.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - Perm.Ease. Slopes & Elec. Powerline 500 s.f. @ $.30/s.f.	=	$ 150.
IMPROVEMENTS:	barkdust - $ 25 3'x5' Advertising sign - 250	=	275.
	TOTAL	=	$ 425.

EXHIBIT "C": State is to reconnect existing circular driveway.

EXHIBIT "F": As an essential part of this transaction, the Grantor sells and delivers to the State the 3'x5' painted plywood advertising sign and support posts currently located in the easement area.

P. OBLIG 3300 TO CONST.
DATE 8/16/85

Withholding $ -0- for

Appraisals: $ 175 By H. Bergstrom
Staff & $ (sign valued @ $250)
Fee $

Review Appraisal $ 175 (does not include sign value)
By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Name of owner (fee) Fannie M. Wallen and Glen W. Wallen
2243 SE 176th, Portland, Oregon 97233

Mail address (C.P.'s) Karen Sue Redden - 12085 SE Sunnyside Road, Clackamas, Oregon 97015
Edwin L. & Phyllis T. Spurgeon - 15355 SE Ondo Riveria Dr., Boring, Ore. 97009
Eddie Duane & Beverly A. Hirsch - 16451 Bel Air Dr., Clackamas, Ore. 97015

Phone No.

Phone No.

Attorney none Address

Purpose of purchase Perm. Ease.

OPTION EXPIRES 1/5/86

Possession upon payment

Location of property S.E. 97th Avenue - S.E. 122nd (Unit 2) section of Sunnyside Rd.(County Rd) Highway in Clackamas County.

Street address or Sec. T.R. 12085 SE Sunnyside Road, Clackamas, Oregon

How does taking affect remaining property? minor encumbrance on street frontage
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential zoning with conditional usage permit to operate a day care center. 500 s.f. perm. ease. across a portion of the street frontage.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumb.ahead on back of sheet if necessary.)

LAND:	Residential - Perm.Ease. Slopes & Elec. Powerline 500 s.f. @ $.30/s.f.		=	$ 150.
IMPROVEMENTS:	barkdust	- $ 25		
	3'x5' Advertising sign	- 250	=	275.
		TOTAL	=	$ 425.

EXHIBIT "C": State is to reconnect existing circular driveway.

EXHIBIT "F": As an essential part of this transaction, the Grantor sells and delivers to the State the 3'x5' painted plywood advertising sign and support posts currently located in the easement area.

P. OBLIG 3500 TO CONST.
DATE 8/16/85

Withholding $ -0- for

Appraisals: $ 175 By H. Bergstrom
Staff & $ (sign valued @ $250)
Fee $

Review Appraisal $ 175 (does not include sign value)
By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R/ -3189 Participating $ 425 Non-Participating $ –

General remarks Assignment of Proceeds to K. Redden attached.
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth A Rolfe Date 8-8-85
Right of Way Supervisor

Date
Right of Way Manager

Authorized by
Transportation Commission: Date

Signed: Kayda Clark
Right of Way Agent
Kayda Clark
Dated: August 7, 1985

FORM 734-3042 (4-84)

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53190

Sta. 576+80 to Sta. 581+80

Name of owner Sunnyside Community Church

Mail address 12221 SE Sunnyside Road
Clackamas, Oregon 97015

Phone No. 658-8391

Phone No.

Attorney NA Address

Purpose of purchase R/W

OPTION EXPIRES 2/7/86

Possession upon payment

Location of property SE 97th Avenue-SE 122nd Ave. (Unit 2) section of Sunnyside Road (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 12221 SE Sunnyside Road, Clackamas, Oregon 97015

How does taking affect remaining property? reduces size of parcel
(Give details regarding dividing of tract, if appropriate)

Nature of property taken widening of intersection on Sunnyside Road & 122nd. Lot #1, zoned R15, Residential improved & Lot #2 Residential, zoned 8.5, improved with a church.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

P. OBLIG 3300 TO CONST.
DATE 8/23/85

LAND: Residential Land --

Parcel 1 - fee	-	1500 sf @	$ .86 /sf -	$1,290	
" 2 - fee	-	320 sf @	1.04-/sf -	333	
" 3 - fee	-	410 sf @	.86-/sf -	353	
" 4 - P.E. Slopes	-	615 sf @	.21+/sf -	132	
" 5 - P.E. Slopes	-	950 sf @	.26 /sf -	247	
" 6 - P.E. Slopes/Power lines	-	500 sf @	.22-/sf -	108	
" 7 - P.E. Slopes/Power lines	-	350 sf @	.21-/sf -	73	
" 8 - P.E. Slopes/Power lines	-	165 sf @	.22-/sf -	36	
" 9 - P.E. Telephone/" "	-	1020 sf @	.17-/sf -	173	= $ 2,745.

IMPROVEMENTS:

Gravel driveway	-	$ 50	
3 fir trees @ $20/ea.	-	60	
Blacktop parking area	-	945	= 1,055.

DAMAGES: To pine tree = 50.

TOTAL = $ 3,850.

EXHIBIT "C" - State's Other Obligations

State will, at the time of highway construction, build the following road approaches:

Engr. Sta.	Top Surface Width
05+0 R	16'
5+75 R	16'
06+0 L	36'
581+70 L	16'

~~Withholding $~~ for

APPROVED BY:
Edward L. Hardt

Appraisals: $ 3,850 By H. Bergstrom

Staff & $

Fee $

Review Appraisal $ 3,850

By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 21-53190 Participating $ 3850 Non-Participating $ -0-

Mail address 12221 SE Sunnyside Road
Clackamas, Oregon 97015 Phone No. 658-8391

Phone No.

Attorney NA Address

Purpose of purchase R/W OPTION EXPIRES 2/7/86 Possession upon payment

Location of property SE 97th Avenue-SE 122nd Ave. (Unit 2) section of
Sunnyside Road (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 12221 SE Sunnyside Road, Clackamas, Oregon 97015

How does taking affect remaining property? reduces size of parcel
(Give details regarding dividing of tract, if appropriate)

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(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

P. OBLIG 3300 TO CONST.
DATE 8/23/85

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" 2 - fee	-	320 sf @	1.04-/sf -	333	
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" 4 - P.E. Slopes	-	615 sf @	.21+/sf -	132	
" 5 - P.E. Slopes	-	950 sf @	.26 /sf -	247	
" 6 - P.E. Slopes/Power lines	-	500 sf @	.22-/sf -	108	
" 7 - P.E. Slopes/Power lines	-	350 sf @	.21-/sf -	73	
" 8 - P.E. Slopes/Power lines	-	165 sf @	.22-/sf -	36	
" 9 - P.E. Telephone/" "	-	1020 sf @	.17-/sf -	173	= $ 2,745.

IMPROVEMENTS:

Gravel driveway	-	$ 50	
3 fir trees @ $20/ea.	-	60	
Blacktop parking area	-	945	= 1,055.

DAMAGES: To pine tree	= 50.
TOTAL	= $ 3,850.

EXHIBIT "C" - State's Other Obligations

State will, at the time of highway construction, build the following road approaches:

Engr. Sta.	Top Surface Width
05+0 R	16'
5+75 R	16'
06+0 L	36'
581+70 L	16'

~~Withholding $~~ for

APPROVED BY:
Edward L. Hardt

Appraisals: $ 3,850 By H. Bergstrom Review Appraisal $ 3,850
Staff & $
Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R/ 53190 Participating $ 3850 Non-Participating $ -0-

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date [illegible] Signed: Kayda Clark
Right of Way Agent
KAYDA CLARK

Right of Way Manager Date [illegible] Dated: August 13, 1985

Authorized by
Transportation Commission: Date [illegible] 8/14/85

FORM 734-3042 (4-84)

county 8/23/85

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

IX-9718(5)

File 53192

Sta. 653+52.22 to Sta. 567+80

Name of owner Robert R. Effinger

Mail address 14562 S. Maple Lane, Oregon City, Oregon Phone No. 657-1824

Phone No.

Attorney none Address

Purpose of purchase Perm.Ease.

Ease
OPTION EXPIRES 6/3/85

Possession upon payment

Location of property SE 97th Ave.-SE 122nd Ave. (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. Taya Park Addition, Lot 11, Clackamas Co., TL 1411, Map 2 2E 3AB

How does taking affect remaining property? limited only by slope and drainage easement
(Give details regarding dividing of tract, if appropriate)

Nature of property taken unimproved single family lot.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Single Family Residential: Permanent Easement for Slopes & Drainage,
2080 s.f. @ \$.145⁻/s.f. = **\$300.**

Withholding \$ -0- for

Relocation: 3617 forwarded on 12/3/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: \$ Replacement Housing; \$ Rent Supplement

Appraisals: \$ 290 By H. Bergstrom Review Appraisal \$ 300

Staff & \$

Fee \$ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203 - 2513 Participating \$ 300 Non-Participating \$ -

Mail address 14562 S. Maple Lane, Oregon City, Oregon Phone No. 657-1824

Phone No.

Attorney none Address

Purpose of purchase Perm.Ease. OPTION EXPIRES 6/3/85 Possession upon payment

Location of property SE 97th Ave.-SE 122nd Ave. (Unit II) section of

Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. Taya Park Addition, Lot 11, Clackamas Co., TL 1411, Map 2 2E 3AB

How does taking affect remaining property? limited only by slope and drainage easement
(Give details regarding dividing of tract, if appropriate)

Nature of property taken unimproved single family lot.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Single Family Residential: Permanent Easement for Slopes & Drainage, 2080 s.f. @ $.145-/s.f. = $300.

Withholding $ -0- for

Relocation: 3617 forwarded on 12/3/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 290 By H. Bergstrom Review Appraisal $ 300

Staff & $

Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-6583 Participating $ 300 Non-Participating $ -

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Kenneth Rolfe Date 12-6-84 Signed Daryl H. Kehoe
Right of Way Supervisor Right of Way Agent

Daryl H. Kehoe

Date Dated: December 4, 1984
Right of Way Manager

Authorized by Transportation Commission: Date 12-12-84

FORM 734-3042 (Rev. 7-78)

county 12/14/84

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53194

Sta. 578+50 to Sta. 580

Name of owner JOE R. DICILLO

Mail address 13001 SE 122nd Avenue, Clackamas, Oregon 97015 Phone No. 658-6321

Phone No.

Attorney Jack Howe - 666-4567 Address

Purpose of purchase R/W

OPTION EXPIRES 2/5/86

Possession 90 days from 7/2/85 or 30 days after payment

Location of property S.E. 97th-S.E. 122nd (Unit 2) section of Sunnyside (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 13001 SE 122nd, Clackamas, Oregon 97015

How does taking affect remaining property? entire taking
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential dwelling, storage bldg. and yard improvements
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumb.ehead on back of sheet if necessary.)

LAND:	Residential:				
	Parcel 1 - fee - 3600 s.f.	@ $1.76⁻/s.f.	- $6,334.		
	" 2 - fee - 160 s.f.	@ 1.76⁺/s.f.	- 282.		
	" 3 - Perm.Ease.Slopes - 2900 s.f.	@ $.527⁺/s.f.	- 1,531.		
	" 4 - " " " - 1400 s.f.	@ " "	- 739.		
	" 5 - " " Powerlines - 500 sf	@ $.175⁺/s.f.	- 88.		
	" 6 - " " " - 115 sf	@ $.175⁻/s.f.	- 20.		= $ 8,994.
IMPROVEMENTS:	Dwelling		- $34,100		
	Accessory Site Impr.		- 4,100		= 38,200.
DAMAGES:	To Land: Fee, 5662 sf	@ $1.22⁺/sf	- $6,910		
	P.E.Slopes, 3685 s.f.	@ $.701⁺/s.f.	- 2,586		
	P.E.Powerlines, 615 s.f.	@ $.528⁺/s.f.	- 325	= $9821	
	To Improvements: 20x20 Utility Shop		- $1,695		
	Accessory site impr.		- 1,780	= ~~3475~~ 3783	= ~~12,296.~~ 13,604
EXCESS:	Land - Parcel 7 - 9962 s.f.	@ $.~~402~~⁺/s.f. 3716			= ~~4,010.~~ 3,702
				TOTAL	= $64,500

EXHIBIT F: Buildings and Security Deposit
Grantors are to retain the following items: Stove, Range & Refrig.

APPROVED: Clackamas County

Withholding $ -- for

Appraisals:	$ 57,000	By V. Alvarado	Review Appraisal $ 57,500 (includes remainder)
Staff &	$ 57,500	K. Shaeffer	
Fee	$		By Carl Schmidt Review Appraiser

☒ Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled

60,798 3,702

Name of owner [illegible]

Mail address 13001 SE 122nd Avenue, Clackamas, Oregon 97015 Phone No. 658-6321

Phone No.

Attorney Jack Howe - 666-4567 Address

Purpose of purchase R/W | OPTION EXPIRES 2/5/86 | Possession 90 days from 7/2/85 or 30 days after payment

Location of property S.E. 97th-S.E. 122nd (Unit 2) section of Sunnyside (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 13001 SE 122nd, Clackamas, Oregon 97015

How does taking affect remaining property? entire taking
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential dwelling, storage bldg. and yard improvements
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumb ahead on back of sheet if necessary.)

LAND: Residential:

Parcel 1 - fee	- 3600 s.f.	@	\$1.76⁻/s.f.	-	\$6,334.	
" 2 - fee	- 160 s.f.	@	1.76⁺/s.f.	-	282.	
" 3 - Perm.Ease.Slopes	- 2900 s.f.	@	\$.527⁺/s.f.	-	1,531.	
" 4 - " "	- 1400 s.f.	@	" "	-	739.	
" 5 - " " Powerlines	- 500 sf	@	\$.175⁺/s.f.	-	88.	
" 6 - " " "	- 115 sf	@	\$.175⁻/s.f.	-	20.	= \$ 8,994.

IMPROVEMENTS: Dwelling - \$34,100
Accessory Site Impr. - 4,100 = 38,200.

DAMAGES: To Land: Fee, 5662 sf @ \$1.22⁺/sf - \$6,910
P.E.Slopes, 3685 s.f. @ \$.701⁺/s.f. - 2,586
P.E.Powerlines, 615 s.f. @ \$.528⁺/s.f.- 325 = \$9821

To Improvements: 20x20 Utility Shop - \$1,695
Accessory site impr. - 1,780 = ~~3475~~ 3783 = ~~13,296.~~ 13,604

EXCESS: Land - Parcel 7 - 9962 s.f. @ \$.~~402~~⁺ 3716/s.f. = ~~4,010.~~ 3,702

TOTAL = \$64,500

EXHIBIT F: Buildings and Security Deposit
Grantors are to retain the following items: Stove, Range & Refrig.

APPROVED: Clackamas County

Withholding \$ -- for

Appraisals: \$ 57,000 By V. Alvarado
Staff & \$ 57,500 K. Shaeffer
Fee \$

Review Appraisal \$ 57,500 (includes remainder)
By Carl Schmidt
Review Appraiser

☒ Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled

Job Prefix R/ [illegible] Participating \$ 60,798 Non-Participating \$ 3,702

General remarks DESCRIPTION CHANGED IN FIELD.
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth L. Rolfe
Right of Way Supervisor Date 8-8-85

Signed: Kayda Clark
Right of Way Agent
Dated: August 7, 1985

Right of Way Manager Date 8/13/85

Authorized by Transportation Commission: Date

FORM 734-3042 (4-84)

counter 8/16/85

IX-9718(5)

FINAL REPORT on Real Property Negotiations

HIGHWAY DIVISION

File 53196

Sta. 584+10 to Sta. 585+60

Name of owner STANLEY R. & GERTRUDE E. PIATEK

Mail address 12401 SE Sunnyside Rd.
Clackamas, OR 97015

Phone No. 658-3160

Phone No.

Attorney N/A Address

Purpose of purchase Right of Way

OPTION EXPIRES 2/5/86

Possession Upon payment

Location of property SE 97th-122nd Ave. section of Sunnyside Rd. Highway in Clackamas County.

Street address or Sec. T.R. 12401 SE Sunnyside Rd.

How does taking affect remaining property? Minor reduction in size.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Narrow fee taking & permanent easements.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumb.ehead on back of sheet if necessary.)

LAND:

Par. 1 - Residential, 320 sf @ $1.30/sf = $418

Par. 2 - Residential, 100 sf @ $ .33/sf = $ 33
(P.E. Slopes)

Par. 3 - Residential, 725 sf @ $ .33/sf = $239
(P.E. Slopes & Powerline Fac.)

TOTAL LAND -- $ 690.00

IMPROVEMENTS:

Fencing & driveway = $ 290

Landscaping = $1070

TOTAL IMPROVEMENTS -- $1,360.00

DAMAGES: To Cedar Tree $ 450

TOTAL DAMAGES -- $ 450.00

TOTAL CONSIDERATION -- $2,500.00

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

P. OBLIG 3300 TO CONST.
DATE 4/16/85

Withholding $ for

Appraisals: $ 2,200 By Howard Bergstrom

Review Appraisal $ 2,200

Staff & $

Fee $

By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Participating $ 2500 Non-Participating $

Mail address 12401 SE Sunnyside Rd.
Clackamas, OR 97015
Phone No. 658-3160

Phone No.

Attorney N/A Address

Purpose of purchase Right of Way

OPTION EXPIRES 2/5/86

Possession Upon payment

Location of property SE 97th-122nd Ave. section of Sunnyside Rd. Highway in Clackamas County.

Street address or Sec. T.R. 12401 SE Sunnyside Rd.

How does taking affect remaining property? Minor reduction in size.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Narrow fee taking & permanent easements.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumb ahead on back of sheet if necessary.)

LAND:	Par. 1 - Residential, 320 sf @ $1.30/sf	= $418	
	Par. 2 - Residential, 100 sf @ $ .33/sf (P.E. Slopes)	= $ 33	
	Par. 3 - Residential, 725 sf @ $ .33/sf (P.E. Slopes & Powerline Fac.)	= $239	
TOTAL LAND			$ 690.00
IMPROVEMENTS:	Fencing & driveway	= $ 290	
	Landscaping	= $1070	
TOTAL IMPROVEMENTS			$1,360.00
DAMAGES:	To Cedar Tree	$ 450	
TOTAL DAMAGES			$ 450.00
TOTAL CONSIDERATION			$2,500.00

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

P. OBLIG 3300 TO CONST.
DATE 8/16/85

Withholding $ for

Appraisals: $ 2,200 By Howard Bergstrom
Staff & $
Fee $

Review Appraisal $ 2,200
By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 15-[illegible] Participating $ 2500 Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth W Rolfe
Right of Way Supervisor
Date 8-7-85

Signed:
JOHN E. BAKER Right of Way Agent
Dated: 8/7/85

Right of Way Manager
Date 8/12/85

Authorized by Transportation Commission:
Date

FORM 734-3042 (4-84)

county 8/16/85

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53197

Sta. ______ to Sta. ______

Name of owner Betty J. Ulsh

Mail address 12451 SE Sunnyside Road, Clackamas, Ore. 97015 Phone No. 658-8711

Phone No. ______

Attorney NA Address ______

Purpose of purchase R/W OPTION EXPIRES 1/25/86 Possession upon payment

Location of property SE 97th Avenue-SE 122nd Ave. (Unit 2) section of Sunnyside Road (County Rd.) Highway in M Clackamas County.

Street address or Sec. T.R. 12451 SE Sunnyside Road

How does taking affect remaining property? Minor reduction in size
(Give details regarding dividing of tract, if appropriate)

Nature of property taken landscaped residential land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential			
	Parcel 1, 160 s.f. @ $1.06+/s.f.	-	$ 170.00	
	" 2, P.E. Slopes, 55 s.f. @ $.31+/s.f.	-	17.50	
	" 3, P.E. Slopes & Powerlines, 135 s.f. @ $.50/sf-		67.50	= $ 255.
IMPROVEMENTS:	Landscaping			= 745.
			TOTAL	= $1,000.

Withholding $ -0- for ______

Appraisals: $ 1000 By H. Bergstrom Review Appraisal $ 1000

Staff & $ ______

Fee $ ______ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R 53197 Participating $ 1000 Non-Participating $ ______

Mail address 12451 SE Sunnyside Road, Clackamas, Ore. 97015 Phone No. 658-8711

Phone No.

Attorney NA Address

Purpose of purchase R/W OPTION EXPIRES 1/25/86 Possession upon payment

Location of property SE 97th Avenue-SE 122nd Ave. (Unit 2) section of Sunnyside Road (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. 12451 SE Sunnyside Road

How does taking affect remaining property? Minor reduction in size
(Give details regarding dividing of tract, if appropriate)

Nature of property taken landscaped residential land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential			
Parcel 1, 160 s.f. @ $1.06+/s.f.	-	$ 170.00	
" 2, P.E. Slopes, 55 s.f. @ $.31+/s.f.	-	17.50	
" 3, P.E. Slopes & Powerlines, 135 s.f. @ $.50/sf	-	67.50	= $ 255.
IMPROVEMENTS: Landscaping			= 745.
		TOTAL	= $1,000.

Withholding $ -0- for

Appraisals: $ 1000 By H. Bergstrom Review Appraisal $ 1000
Staff & $
Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R 53197 Participating $ 1000 Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth Rolfe
Right of Way Supervisor Date 7-29-85 Signed:
Right of Way Agent
John E. Baker

Right of Way Manager Date 8-1-85 Dated: July 29, 1985

Authorized by
Transportation Commission: Date

FORM 734-3042 (4-84)

county 8/2/85

FINAL REPORT on Real Property Negotiations

IX-9718(5)

HIGHWAY DIVISION

File 53267

Sta. 538+60 to Sta. 540+00

Name of owner Paul S. and Cynthia M. Laban

Mail address 15305 S. Carus Road, Beavercreek, Oregon 97004 Phone No. 632-3104

Phone No.

Attorney NA Address

Purpose of purchase R/W | OPTION EXPIRES 1/10/86 | Possession upon payment

Location of property SE 97th Ave.-SE 122nd (Unit 2) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 10880 SE Sunnyside Road

How does taking affect remaining property? minor reduction in size and usability
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential land and landscaping
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Parcel 1, Residential, 1930 s.f. @ $2.26+/s.f.	- $4,370	
	" 2, Perm.Ease. Slopes & powerline fac., 260 s.f. @ nominal value	- 100	
	" 3, Perm.Ease. Powerline Fac., 425 s.f. @ nominal value	- 100	= $ 4,570
IMPROVEMENTS:	fencing	- $ 408	
	driveway	- 112	
	landscaping	- 1680	= $ 2,200
DAMAGES:	Proximity	- $2,510	
	Cost to cure parking	- 720	= $ 3,230
		TOTAL	= $10,000

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

P. OBLIG 3300 TO CONST.
DATE 7/26/85

Withholding $ -0- for

Appraisals: $ 9400 By V. Alvarado Review Appraisal $ 9400

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix RL 53267 Participating $ 10,000 Non-Participating $ -0-

Mail address 15305 S. Carus Road, Beavercreek, Oregon 97004 Phone No. 632-3104

Phone No.

Attorney NA Address

Purpose of purchase R/W

OPTION EXPIRES 1/10/86

Possession upon payment

Location of property SE 97th Ave.-SE 122nd (Unit 2) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 10880 SE Sunnyside Road

How does taking affect remaining property? minor reduction in size and usability
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential land and landscaping
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Parcel 1, Residential, 1930 s.f. @ $2.26+/s.f.	- $4,370		
	" 2, Perm.Ease. Slopes & powerline fac., 260 s.f. @ nominal value	- 100		
	" 3, Perm.Ease. Powerline Fac., 425 s.f. @ nominal value	- 100	=	$ 4,570
IMPROVEMENTS:	fencing - $ 408			
	driveway - 112			
	landscaping - 1680		=	$ 2,200
DAMAGES:	Proximity - $2,510			
	Cost to cure parking - 720		=	$ 3,230
		TOTAL	=	$10,000

P. OBLIG 3300 TO CONST.
DATE 7/26/85

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

Withholding $ -0- for

Appraisals: $ 9400 By V. Alvarado

Staff & $

Fee $

Review Appraisal $ 9400

By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R1 - 3267 Participating $ 10,000 Non-Participating $ -0-

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 7-17-85

Signed:
Right of Way Agent
John E. Baker

Right of Way Manager Date 7/23/85

Dated: July 16, 1985

Authorized by Transportation Commission: Date

FORM 734-3042 (4-84)

[illegible] 7/26/85

jc

CON 21-8
Clack
Co.

U. S. DEPARTMENT OF TRANSPO .TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(10)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80148

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 25, 1985
8. FEDERAL ROUTE NUMBER FAU 9718
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
S. E. 97th Ave. - S. E. 122nd Ave. - Unit 2

11. GENERAL DESCRIPTION OF WORK
Grade, drain, pave and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ~~ADVERTISE FOR RECEIPT OF BIDS~~
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-17-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $1,394,940; Federal Funds $1,185,698.

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 9/26/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,157

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 5, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 80148
Project No. IX-9718(10)
S.E. 97th Ave.-S.E. 122nd Ave., Unit 2, Sec.
County Road
Clackamas County

Attached data consists of Rev. PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project October 24, 1985.

Clearinghouse review conclusion were previously forwarded.

DRH:me
Attachments
cc: E. L. Hardt (Metro)
Wayne Schulte (Metro)
Gary Zehner, w/attach.
General Files

h

Form 734-3122

FEDERAL - AID PROGRAM DATA

STATE NAME	STATE CODE	APPM CODE	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I PROJECT POST MI.	ITEM NO.	PROJECT LOCATION
OREGON	41	177	IX-	9718	(10)		80148	Co. Rd., Sunnyside Rd. Intchge. (I-205) to E. 1.57 mi.

CHARACTER OF PROPOSED WORK Gr., Dr., H-T Pave & Traf. Signal	CLASS OF FEDERAL FUNDS Interstate Transfer
	NAME OF URBAN AREA Portland

COUNTY NAME	CODE	REGION		PRESENT	CONG. DIST.	4R PROJ.	DATE
Clackamas	005	10	ADT	11,200 DHV	3		8/5/85

ROUTE NO.	FEDERAL - AID	U/M	STATE	U.S.
U	9718	U M	Co. Rd.	---

WORK TYPE	TYPE OF IMPR.	SECTION	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
		KEY ID NO. 00385					
CONST I000	(05)	"S.E. 97th Ave.-S.E. 122nd Ave., Unit 2, Section"	1.045	1,410,000	1,198,500	- - -	211,500
PREPARED BY DRH:me		PROJECT TOTALS	1.045	1,410,000	1,198,500	- - -	211,500

REMARKS

Additional Data: Item No. 80148; Project No's. M-IX-9718(1) & IX-9718(5).

Project Data: Work under this project consists of 1) grade, drain and H-T pave to provide a 48-ft. curbed section having two 12-ft. travel lanes, 14-ft. left turn median and 5-ft. bike lane each side; 2) install traffic signal at intersection of Sunnyside Road and S.E. 122nd Ave.; 3) adjust utilities as required; and 4) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 6434 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHWA 6-6-3-2) was executed 2-21-78.

Note: 1) Include in 6 Yr. HIP on page 119 and included in FY '85 Status Report.
2) Included in MSD TIP on page 76 index 161.

10,157

8-5-85

Section S.E. 97th Ave. - S.E. 122nd Ave, Unit 2 Programming Estimate $ ____

Highway FAU 9718 (Sunnyside Road) Project Length 1.04 miles

County Clackamas Completion Time Sept. 30, 1986

Kind of Work Grading, Paving & Signals Est. Comp. Date ——

Prefix C 303-1904 Letting Date Oct. 24, 1985 Project No. IX-9718 (10)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . $ *1,193,347.00

Anticipated Additional Items:	
Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	5,300.00
Temporary Pavement Striping	2,000.00
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished PROM & Program	700.00
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	1425.00
"OPTICOM" Testing	250.00
Bikeway Signs	800.00
Bikeway Striping & Legend	2500.00
Right of Way Monumentation	25,000.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	6,025.00
House San. Sew. Connections	5,000.00
Adjust Utilities:	

Total Anticipated Items $ 49,000.00

Subtotal $ *1,242,347.00

Contingencies (4-1/2%) 55,905.62

Engineering (⑧ 9, 10%) 99,387.76

Subtotal $ ____

Credit for ____ . . . . ____

Estimated Net Authorization, Construction . . . . $ *1,397,640.38

APPROVED cc: Wayne Schultz

____

Road Design Engineer

Rec'd 8-5-85 K

Rev. 7/85

* Rev. 8-2-85 JB

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION SE 97th Ave. - SE 122nd Ave, Unit 2,		REFERENCE NAME/PHONE	COUNTY Clackamas	SHEET 1 OF 4
KIND OF WORK Grading, Paving & Signals	KEY NUMBER	LENGTH 1.04 miles	DATE 7-26-85	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT: 7/31/85 MLW THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 9/19/85					
	Mobilization		Lump Sum	All	Lump Sum	62,500^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	8,000^{00}
	Temporary Signs		Sq. Ft.	627	8^{00}	5,016^{00}
	Temporary Barricades		Each	30	70^{00}	2,100^{00}
	Temporary Plastic Safety Markers		Each	85	40^{00}	3,400^{00}
	Temporary Delineators		Each	50	18^{00}	900^{00}
	Flaggers		Hour	2,000	15-	30,000^{00}
	ROADWORK					
	Clearing and Grabbing		Lump Sum	All	Lump Sum	9,000^{00}
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	17,000^{00}
	Ditch Excavation		Cu. Yd.	92	10-	920^{00}
	Embankment in Place		Cu. Yd.	41,450	4-	165,800^{00}
	Trench Excavation		Cu. Yd.	3,465	8-	27,720^{00}
	Finishing Roadbed & Slopes		Lump Sum	All	Lump Sum	11,000^{00}
	Watering		M-Gal	1,700	10-	17,000^{00}
	1"-0 Aggregate Base		Ton	26,000	7-	187 000^{00}

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION S.E. 97th Ave. - S.E. 122nd Ave., Unit 2		REFERENCE NAME/PHONE	COUNTY Clackamas	SHEET 2 OF 4
KIND OF WORK Grading, Paving & Signals	KEY NUMBER	LENGTH 1.04 miles	DATE 7-26-85	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Class "C" Asphalt Concrete Mixture		Ton	8,700	16^{50}	143,550^{00}
	Asphalt Cement in Mixture		Ton	520	170-	88,400^{00}
	~~Asphalt in Tack Coat~~		~~Ton~~	~~6~~	—	—
	Concrete in Box Culverts		Cu. Yd.	128	250-	32,000^{00}
	Reinforcement in Box Culverts		Lb.	21,050	0^{50}	10,525^{00}
	12-inch Culvert Pipe		Lin. Ft.	* 214 ~~54~~	14-	* 2,996^{00}
	18-inch Culvert Pipe		Lin. Ft.	100	20-	2,000^{00}
	4-inch Storm Sewer Pipe		Lin. Ft.	56	10-	560^{00}
	6-inch Storm Sewer Pipe		Lin. Ft.	10	12-	120^{00}
	12-inch Storm Sewer Pipe		Lin. Ft.	* 4,400 ~~4,560~~	18-	* 79,200^{00}
	15-inch Storm Sewer Pipe		Lin. Ft.	1,330	20-	26,600^{00}
	18-inch Storm Sewer Pipe		Lin. Ft.	1,123	24-	26,952^{00}
	Extra for Pipe Under Pavement		Lin. Ft.	1,904	15-	28,560^{00}
	Concrete Manholes		Each	32	1,400-	44,800^{00}
	Concrete Inlets, Type CG-2		Each	55	400-	22,000^{00}
	Concrete Inlets, Type D		Each	2	425-	850^{00}
	Concrete Inlets, Type G-2MA		Each	2	450-	900^{00}
	8-inch Drain Pipe		Lin. Ft.	190	8-	1,520^{00}
	Gravel in Drains		Cu. Yd.	25	25-	625^{00}
	Type 1 Fence		Lin. Ft.	430	4-	1,720^{00}

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION: S.E. 97th Ave. - S.E. 122nd Ave., Unit 2
REFERENCE NAME/PHONE:
COUNTY: Clackamas
SHEET: 3 OF 4
KIND OF WORK: Grading, Paving & Signals
KEY NUMBER:
LENGTH: 1.04 miles
DATE: 7-26-85
NAME: McGill

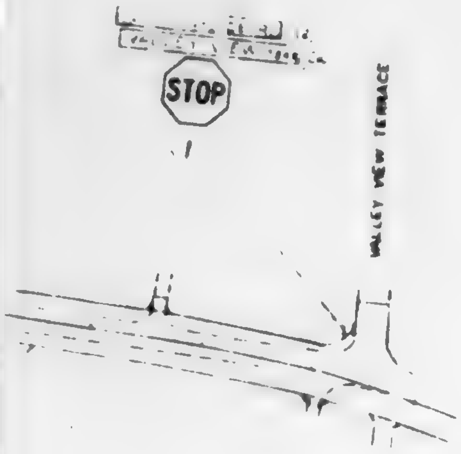
NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Walks		Sq. Yd.	35	20-	700^{00}
	Concrete Curbs		Lin. Ft.	10,800	4-	43,200^{00}
	Concrete Islands		Cu. Yd.	7	200-	1,400^{00}
	Extra for Asphalt Approaches		Each	56	175-	9,800^{00}
	Geotextile Fabric in Drains		Sq. Yd.	190	2-	380^{00}
	Loose Riprap, Class 50		Cu. Yd.	5	30-	150^{00}
*	~~Adjusting Manholes~~		~~Each~~	~~15~~		
*	~~Reconstructing Manholes~~		~~Each~~	~~13~~		
	Adjusting Inlets		Each	1	150-	150^{00}
	Capping Inlets		Each	1	200-	200^{00}
	Single Mailbox Supports		Each	24	100-	2,400^{00}
	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	1,000^{00}
	Wood Sign Posts		Lump Sum	All	Lump Sum	2,575^{00}
	Signal Pole Mounts		Lump Sum	All	Lump Sum	2,000^{00}
	Type "C" & D Signs in Place		Sq. Ft.	40 ~~24~~	12^{00}	480^{00}
	~~Type "D" Signs in Place~~		~~Sq. Ft.~~	~~16~~	~~12^{00}~~	—
	Type "EE" Signs in Place		Sq. Ft.	25	14^{00}	350^{00}
	Type "I" Signs in Place		Sq. Ft.	48	13^{00}	624^{00}
	Type "U" Signs in Place		Sq. Ft.	103	18^{00}	1,854^{00}
	Seeding, Fertilizing and Mulching		Acre	3	700^{00}	2,100^{00}

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION S.E. 97th Ave. - S.E. 122nd Ave., Unit 2		REFERENCE NAME/PHONE		COUNTY Clackamas	SHEET 4 OF 4
KIND OF WORK Grading, Paving & Signals	KEY NUMBER	LENGTH 1.04 miles	DATE 7-26-85	NAME McGill	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	50,150.00
	Fire Preemption System, Complete		Lump Sum	All	Lump Sum	7,000.00
	Model 170 Controller Equipment, Complete		Lump Sum	All	Lump Sum	10,600.00

10,157 7-24-85



LEGEND

- 1 Remove existing control and guide signs and support
  Reinstall control and guide signs on new wood support
- 2 Remove existing warning sign and support
  Install new warning sign on new wood support
- 3 Remove existing warning sign and support

Armand L. Straight
COUNTY CONCURRENCE
7/24/85
DATE

8-1-85
Plans to Traffic
Q

SIGNING PROJECT

SE 97TH AVE - SE 122ND AVE. UNIT 2, SEC
FAU 9718 SUNNYSIDE ROAD - CLACKAMAS CO.

Action	Date	Signature	Title
Submitted	7-2-85		Traffic Control Engr.
Approved			Sign Engineer
			Traffic Engineer
			Asst. Hwy. Engr.
Accepted			

10,157

7-19-85

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A,2A-2	Typical Sections
2A-3,2B,2C	Details
2D,2D-2, 2D-3,2D-4	Stage Constructon, Temporary Protection And Direction Of Traffic.
2E,2E-2	Pipe Data
2F	Permanent Signing
2G	Summary
3	Alignment & Utilities
3A	Plan & Profile
3B	Const. Notes
4	Alignment & Utilities
4A	Plan & Profile
4B	Const. Notes
5	Alignment & Utilities
5A	Plan & Profile
5B	Const. Notes
6	Alignment & Utilities
6A	Plan & Profile
6B	Const. Notes
7	Alignment & Utilities
7A	Plan
7B	Const. Notes
7C,7D	Profile

Not Incl.

6482
RICHARD A. KUEHN
JULY 11, 1985

STATE OF OR

DEPARTMENT OF TRA

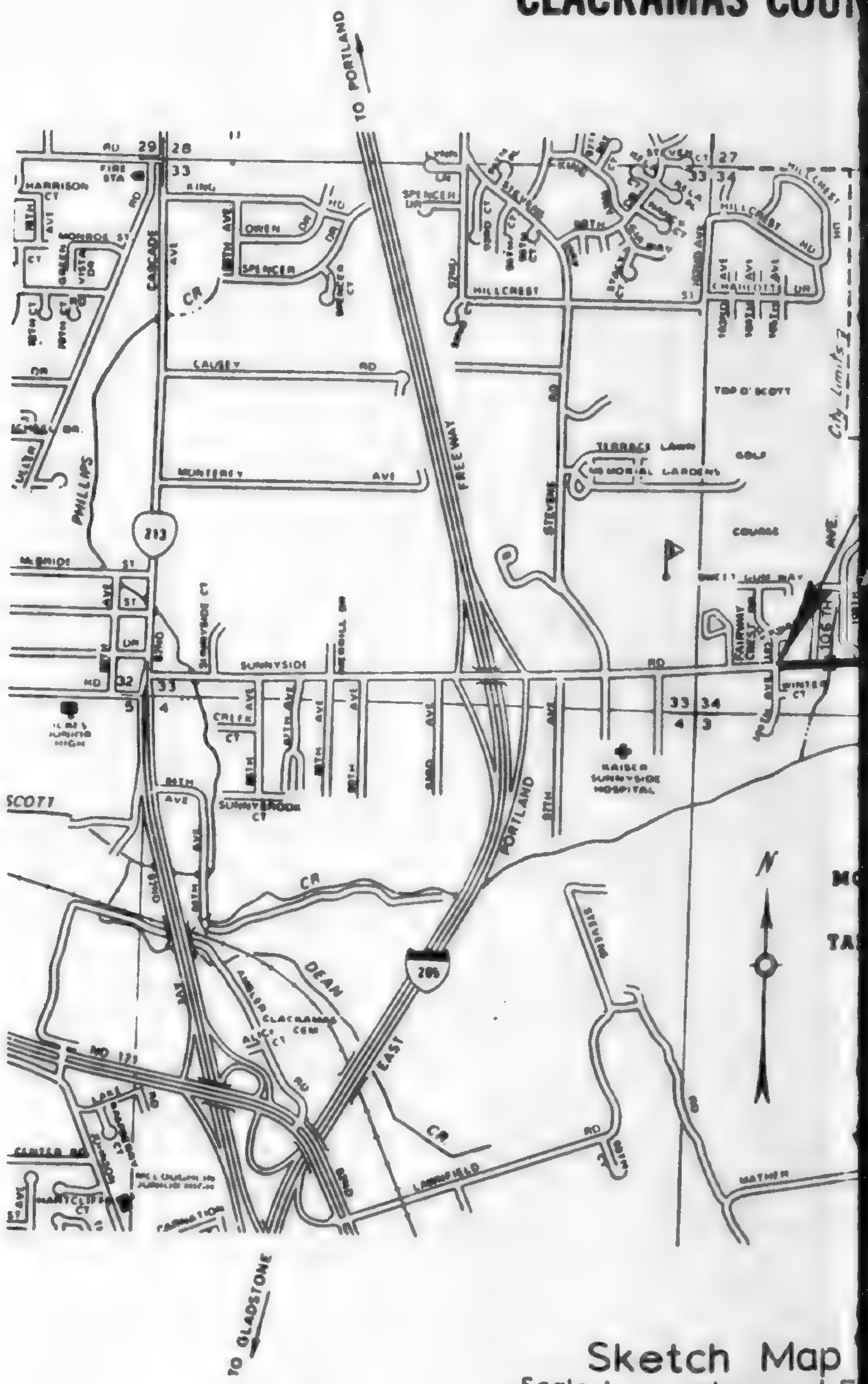
STATE HIGHWAY

PLANS FOR PROPOSED

S.E. 97TH AVE. – S.E. 122N

FAU 9718 (SUNNYSI

CLACKAMAS COUN


TO PORTLAND
TO GLADSTONE
FREEWAY
PORTLAND
EAST
205
213
SUNNYSIDE
RD
CAUSEY
MONTEREY
AVE
HILLCREST
SPENCER
OWEN
KING
CASCADE
PHILLIPS
HARRISON CT
MONROE ST
MC BRIDE
STEVENS
TOP O' SCOTT
TERRACE LAWN MEMORIAL GARDENS
GOLF
COURSE
KAISER SUNNYSIDE HOSPITAL
CLACKAMAS CEM
DEAN
CR
SCOTT
LAWNFIELD
MATHER
SUNNYBROOK CT
CREEK CT
WINTER CT
FIRE STA
CENTER RD
CARNATION
106 TH
City Limits
N
29
28
33
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4
3

Sketch Map

Scale 0 1000 2000 F

S.E.97TH AVE.~S.E.122ND AVE., UNIT 2, SEC. FAU 9718 (SUNNYSIDE ROAD) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-X

Overall Length Of Project Mile

PRELIMINARY COPY
JUL 5 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

TE OF OREGON

T OF TRANSPORTATION

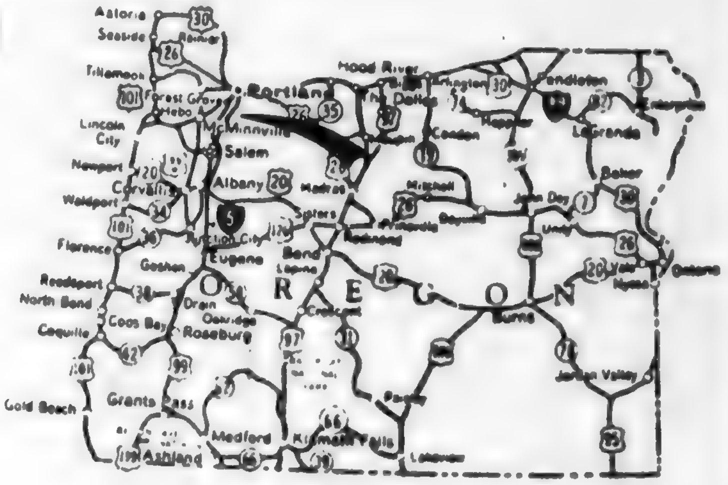
HIGHWAY DIVISION

S FOR PROPOSED PROJECT

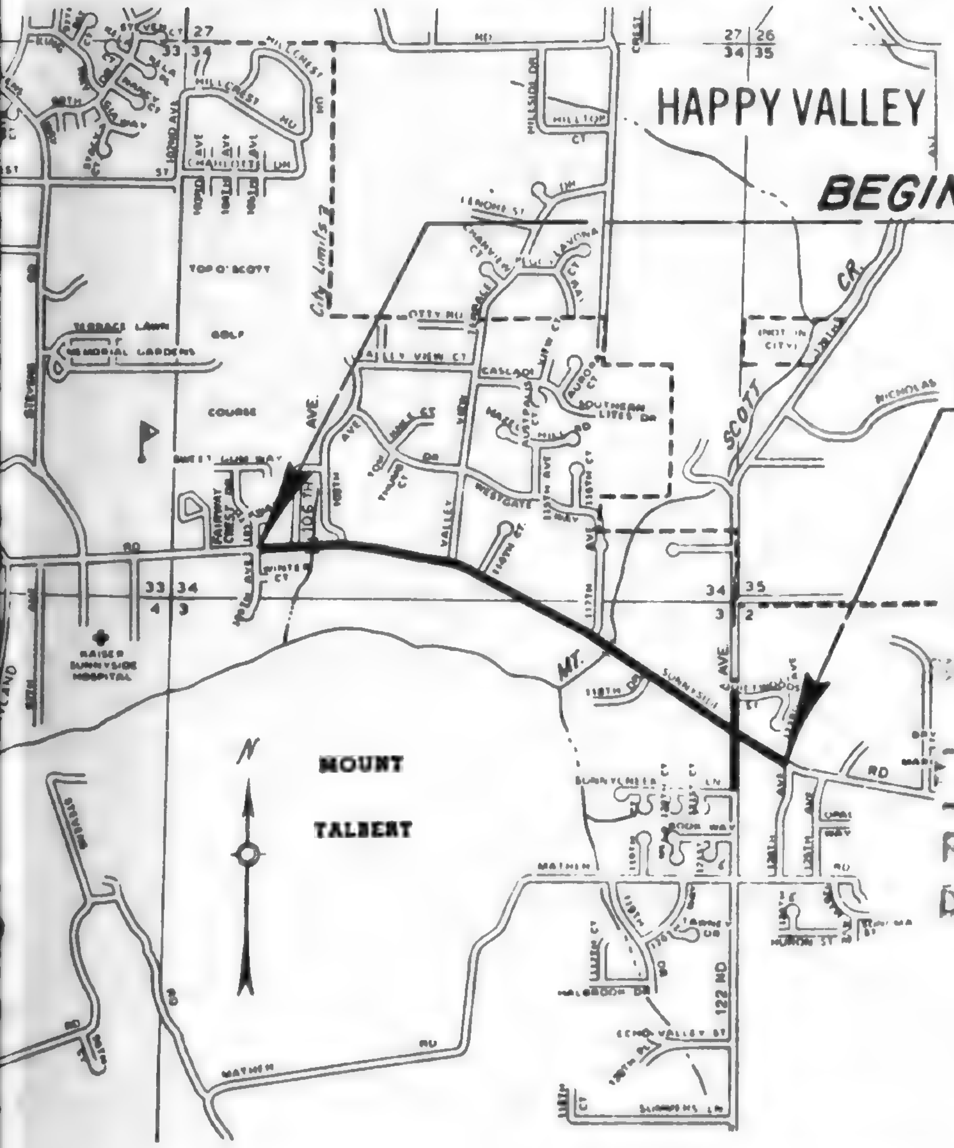
.E. 122ND AVE., UNIT 2, SEC.

18 (SUNNYSIDE ROAD)

CLACKAMAS COUNTY



Astoria
Seaside
Tillamook
Forest Grove
Hebo
Portland
Hood River
The Dalles
Pendleton
La Grande
McMinnville
Salem
Lincoln City
Newport
Corvallis
Waldport
Albany
Madras
Baker
Florence
Reedsport
North Bend
Coquille
Eugene
Goshen
Drain
Roseburg
Coos Bay
Bend
Burns
Ontario
Vale
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
O R E G O N



HAPPY VALLEY
BEGINNING OF PROJECT
Sta. 531+20
END OF PROJECT
Sta. 586+40
T.1S., R.2E.
T.2S., R.2E.
City Limits
TOP O' SCOTT
GOLF
COURSE
TERRACE LAWN MEMORIAL GARDENS
SCOTT CR.
MT. SCOTT
SUNNYSIDE RD
MOUNT TALBERT
MATHER RD
122 ND
N
RAISED SUNNYSIDE HOSPITAL

Sketch Map
Scale 0 1000 2000 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED AS NOTED

For Clackamas County
Date 7/19/85

H. S. COULTER

EDGAR S. HUNTER

H S. Coulter STATE HIGHWAY ENGINEER

E S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

ic

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80148

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE July 10, 1985

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

S. E. 97th Avenue - S. E. 122nd Ave. Section

11. GENERAL DESCRIPTION OF WORK

Program Change - Relocation Assistance

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 7-8-85 the Program Change adding "relocation assistance" to the character of proposed work is approved.

Also, as requested, you are authorized to proceed with relocation assistance for File 53194 at a TEC of $7,700 - Federal Funds $6,545.

RECEIVED
STATE HWY ENGR
JUL 16 '85
REFER TO Potter
FOR
Info Inves R/D O/R Sign Act File

Orig. to
7/17

14. DATE 7/15/85

15. SIGNATURE OF APPROVING OFFICIAL John D Wickman

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc

[illegible]
Clackamas

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IX-9718(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80148

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
Clackamas ENGR
JUL 11 '85
REFER TO
Potter
FOR
Info Items R/O D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE July 3, 1985

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
S. E. 97th Avenue - S. E. 122nd Ave. (Sunnyside Rd.)

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 6-28-85 the Program Change increasing Preliminary Engineering to a TEC of $276,600; FF $235,796 is approved.

(Increase TEC $18,600; Federal Funds $15,810 Appn Code 580)

14. DATE 7/10/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,157 7-9-85

OREGON

Overall Length Of Project Mile

PRELIMINARY COPY
JUL 5 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

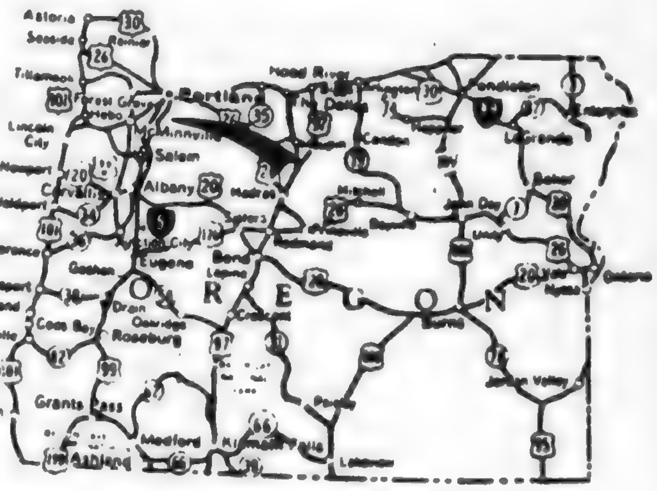
S.E.97TH AVE.-S.E.122ND AVE., UNIT 2, SEC. FAU 9718 (SUNNYSIDE ROAD) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

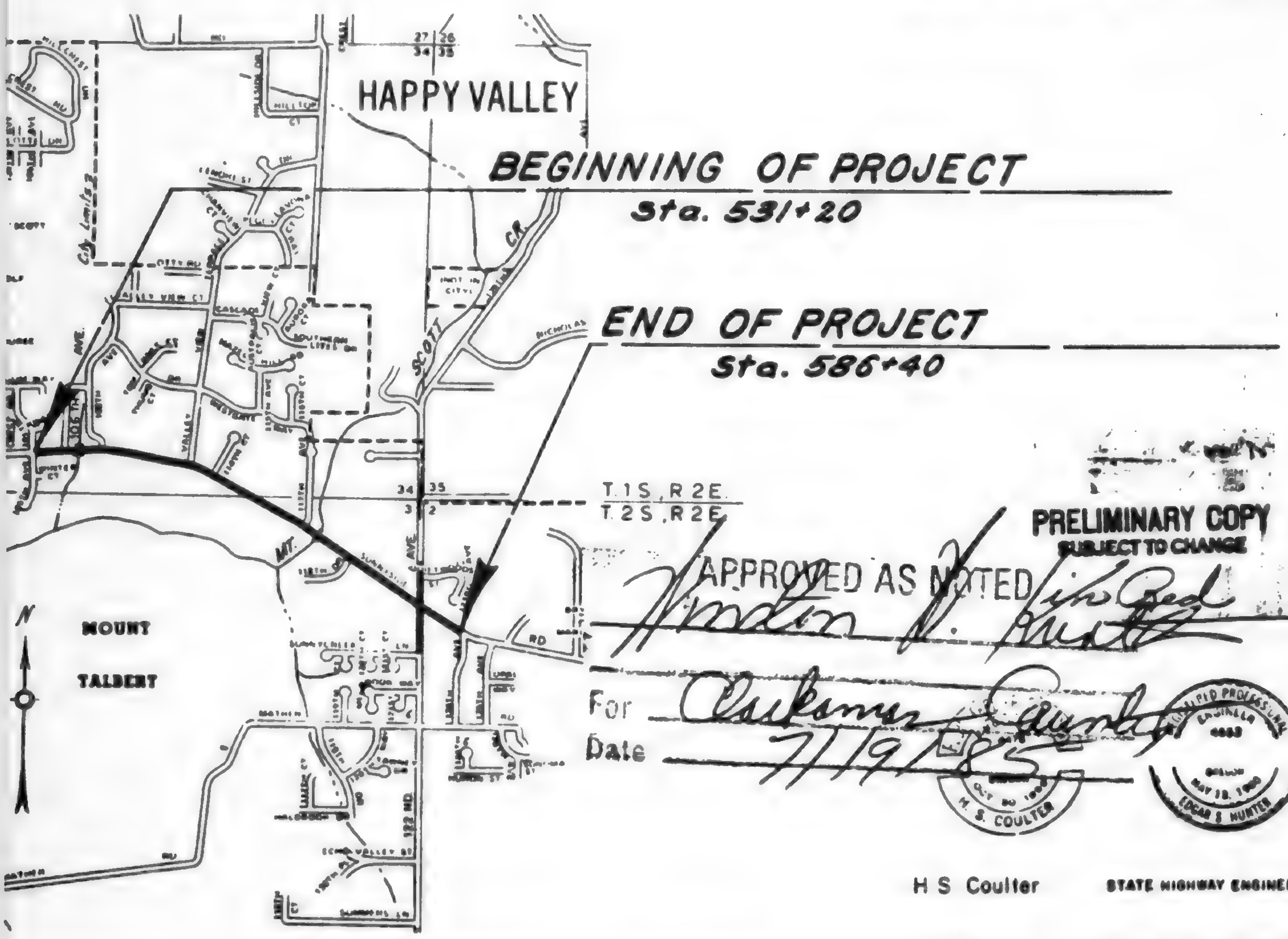
FAI-X

TRANSPORTATION
VAY DIVISION

OSED PROJECT

22ND AVE., UNIT 2, SEC.
NYSIDE ROAD)
COUNTY


Astoria
Seaside
Tillamook
Portland
Hood River
Pendleton
Lincoln City
Newport
Salem
Albany
Corvallis
Eugene
Florence
Reedsport
North Bend
Coos Bay
Roseburg
Coquille
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Burns
Ontario
O R E G O N


HAPPY VALLEY
BEGINNING OF PROJECT
Sta. 531+20
END OF PROJECT
Sta. 586+40
SCOTT CR.
T.1S, R2E.
T.2S, R2E.
34 35
3 2
27 26
34 35
MOUNT
TALBERT
N
122 ND

Map
Feet
0 2000

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED AS NOTED Winston W. Kurth Vin Reed

For Clackamas County

Date 7/19/85

H. S. COULTER

EDGAR S. HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

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Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

Date: July 8, 1985 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9718(5)
S.E. 97th-S.E. 122nd Ave. Section
Sunnyside Road
Clackamas County

I request your approval of a program change on the subject project to include in the character of proposed work "relocation assistance" necessary for the moving of one family at an estimated cost of $7,700.

I further request the approval of the enclosed relocation plan for the property.

Within a reasonable period of time prior to displacement comparable replacement housing will be available or provided for the family to be displaced under file 53194. This assurance is based on the enclosed relocation plan for the parcel. Relocation assistance will be provided from the Region Right of Way office in Portland.

Our State Relocation Program is reliable and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

Enclosed are copies of a revised project agreement estimate, modification of project agreement (PR 2A) and revised right-of-way map 98-18-14.

RDF:me
Encl.
cc: Ed Hardt (Metro)
Don Aman
Janice Peterson
General Files

Oregon State Highway Division
Salem, Oregon July 8, 1985

Federal-Aid Project No. IX 9718(5)

S.E. 97th Ave.-S.E. 122nd Ave. Section
Sunnyside Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way (Sta. 508+00 to Sta. 580+00)

Right-of-Way	All Required	$ 520,000.00
	Subtotal	$ 520,000.00
	Acquisition Expense	125,000.00
	Total	$ 645,000.00

Length of Project --------------- 1.363 mi.

Relocation Assistance

Moving Cost (1 family)		$ 7,700.00
	Total	$ 7,700.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
R/W	772	$175,000.00	$148,750.00	$15,750.00	$10,500.00
R/W	177	470,000.00	399,500.00	42,300.00	28,200.00
Relocation Assistance	177	7,700.00	6,545.00	693.00	462.00
Total		$652,700.00	$554,795.00	$58,743.00	$39,162.00

Group A1: 100%
Prefix: 203-2536 (772)
Prefix: 203-2543 (177) Both group 11

RDF:me

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon

County: Clackamas

Project Number: IX-9718(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 645,000	$ 652,700
	148,750 (772)	148,750 (772)
Federal funds	$ 399,500 (177)	$ 406,045 (177)
Other revisions		

This modification is made for the following reasons: To include authorized relocation assistance.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

OREGON STATE HIGHWAY DIVISON
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

RXX For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: June 20, 1985

FROM: Donald C Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Programming Change
S.E. 97th-S.E. 122nd Ave. Section
Sunnyside Road
Clackamas County
Project #IX-9718(5)

Due to design changes, the right-of-way for the existing project has been revised. No new files over those previously authorized have been received, although one file will now require relocation. The relocation and moving allowance is estimated at $7,700. The relocation plan is attached.

Please forward the relocation plan to FHWA for their approval along with a revised copy of right-of-way map 9B-18-14.

DA:jh
attach.

PROGRAM SECTION
MANAGER DD RESOURCE UNIT
FA UNIT PROGRAM UNIT
JUN 21 1985
REFER TO Brock
R/D ACT REPLY
DISC INFO FILE

81-125-1387

Lou Schwab

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Milwaukie, OR

DATE December 7, 1984

TO KENNETH L. ROLFE
Region R/W Supervisor
Region I - Milwaukie

Allen L. A

FROM ALLEN L. ANDERSON
Region Liaison Agent
Region I - Milwaukie

RIGHT [illegible] ISTRATION
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DEC 11 1984
M AM ROW RCR CA
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SUBJECT RELOCATION PLAN

S.E. 97th Ave. to 122nd Ave. (Unit 2)
S.E. Sunnyside Road (County)
Clackamas County
FAP# IX-9718(5)
Prefix: 203-2543-913P

As a result of a design change, this project will result in the displacement of a single family residence containing 2 bedrooms and having an estimated value of about $60,000.

Similar housing is available. A check with the current issue of The Oregon Multiple Listing Service within approximately a 5 mile radius of the subject, 69 two-bedroom houses, 83 three-bedroom houses, and 20 houses having four or more bedrooms for sale under $60,000. In the price range from $60,000 to $80,000, 6 two-bedroom houses, 148 three-bedroom houses, and 65 houses having four or more bedrooms were listed for sale.

The Oregonian newspaper in the area of the subject, listed 3 two-bedroom houses for rent from $280 to $295, 4 three-bedroom houses for rent from $425 to $595, and 2 four-bedroom houses for rent from $650 to $750.

The above numbers do not take into account those houses available but neither listed in the Multiple Listing Service, nor advertised in the local newspaper.

The State's Relocation Assistance Program provides that all relocatees will be given advisory assistance to enable those individuals displaced by the project to occupy decent, safe, and sanitary replacement housing.

In the event replacement housing is not available due to a housing shortage in the area, or special needs of the relocatee required facilities not readily available, then, housing will be provided under the provisions of "Last Resort Housing", wherein unique and innovative methods may be used to provide the needed housing which may include rehabilitation or relocation of existing housing or construction of new housing units.

Due to the number of available dwellings, it is not anticipated that last resort housing will be required. However, last resort housing might be required to relocate a low income tenant or a large family from a small dwelling to one which meets their requirements. All displacees will be eligible to receive advisory assistance, re-imbursement of moving costs, housing additives, and rent supplement benefits.

Since there is only one anticipated displacement, no noticeable impact is anticipated on the neighborhood to which the displacees would move.

There are no other known Federal, State, or local projects which would affect the supply or demand for residential or commercial property in that area.

APPROVED
Lou Schwab 12/12/84
Relocation Supervisor
STATE HIGHWAY DIVISION

ALA:kc

cc Rod Henry
Lou Schwab

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION 97th - 122nd Ave
HIGHWAY Sunnyside Road NO.
COUNTY Clackamas NO. 3
REGION Metro
AUTHORIZATION NO. 7
PROJECT EA C303-1904
DATE 7-3-85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING FIELD OFFICE	1000		115,000	914 UTILITY [illegible]	7783		400
					1096		3,100
				915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A		7,000	916 PHOTOGRAMMETRY SERVICES	7142		100
	N/A			917 INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A		200	920 PROJECT PROGRAMMING	06(0 0)		500
903 FINAL DESIGN BRIDGE AND FOUNDATION	74(0 0)		4,000	921 SPECIFICATIONS AND ESTIMATES	7200		5,500
	7420			923 ENVIRONMENTAL STUDIES	75(0 0)		22,000
					75(_ _)		
904 PRELIMINARY DESIGN	7110		500				
				925 AIR MONITORING	7510		
905 FINAL DESIGN	73(0 0)		45,000	927 FREE BRIDGE DESIGN	74(_ _)		
906 REDESIGN	73(_ _)				74(_ _)		
907 T.P.D.I. DESIGN	73(3 1)		15,000	929 FREE BRIDGE SPECIFICATIONS	7200		
908 FIELD TESTING	1094		3,500	933 BASE DESIGN	7141		300
909 RIGHT-OF-WAY DESCRIPTION	[illegible]		24,500	934 GEOTECHNICAL INVESTIGATION	7120		
910 RIGHT-OF-WAY MAPS	7711		1,500	937 HYDRAULIC STUDIES	7143		1,000
911 SIGN AND SIGNAL DESIGN	76(0 0)		9,000	949 SYSTEM STUDIES	N/A		
	76(_ _)			960 PROCESS PROJECT PROSPECTUS	7144		50
	1052		1,000	961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(_ _)			962 RECONNAISSANCE SURVEYS	71(_ _)		
913 RIGHT-OF-WAY LIAISON	7730		15,000	963 REVIEW FIELD SURVEYS	7113		400

RECEIVED
JUL 24 1985
ROAD DESIGN SECTION

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LPE
GTE

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CAD
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D/U / /

734-1914 (1-85)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY ID#

SECTION 97th - 122nd Ave

REGION Metro

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
964 PREPARE PERMITS	7000 F		250				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A		1,300				
050 AUDIT SERVICES	0500		500				

RIGHT-OF-WAY EA	PE FUNDING: Federal	TOTALS ▨ $ / $ 276,600
		PREVIOUS AUTHORIZATION $ 258,000
FEDERAL AID PROJECT NUMBER IX-M-9718(1)		ADD. AUTH. REQUIRED $ 18,600

LOCATION ENGINEER'S REMARKS

This authorization is to cover redesign work and R/W staking after preliminary plans are published.

PREPARED BY Original Signed by Curt Duval	DATE 5-15-85	APPROVED, ASST. HIGHWAY ENGINEER X Duane A. Christensen	DATE 7/11/85
RECOMMENDED, REGION ENGINEER X Original Signed by Edward Hardt	DATE 5-15-85	SEC. OR STATE HIGHWAY ENGINEER APPROVAL DATE	
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2/10/78, 9/9/81, 6/1/82, 10/20/83, 11/19/84, 2/22/85 7-3-85	

10,157

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 28, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 80148
Project No. IX-M-9718(1)
S.E. 97th Ave.-SE 122nd Ave.
County Road
Clackamas County

I request approval of a minor program change to adjust the estimated prelimimary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Pool dated June 24, 1985.

Approval of this request will involve an increase of $18,600.00 in total cost and obligation of $15,810.00 in Federal Funds with revised financing as follows:

	TEC	FF	%
Previous (W36)	$ 85,800.00	$ 73,616.00	85.0
Previous (772)	25,700.00	21,845.00	85.0
Previous (580)	146,500.00	124,525.00	85.0
Increase (580)	18,600.00	15,810.00	85.0
Total	$276,600.00	$235,796.00	

RHZ:me
Attachment
cc: E. L. Hardt (Metro)
R. C. Pool
Wayne Schulte (Metro)
Gary Zehner ✓
Shirley Williams

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: Don Trout
Project Unit Engineer

DATE: June 24, 1985

FROM: for Bob Pool
Location Engineer

Paul D. Sigler

SUBJECT: 97th - 122nd Ave.
Sunnyside Road
Clackamas County
303-1904
IX-M-9718(1)

The preliminary engineering costs to develop the subject project may exceed the present authorization. To assist you in requesting supplemental funding, we offer the following comments:

Additional funds are required by activities 900 (Project Manager), 905 (Final Design) and slight revisions in a couple of other activities. This request covers cost for design changes and plan review.

The preliminary engineering costs are $276,600.

Attached is an itemization by P.E. Activity.

RCP:PDS:as

Attachment

cc: Ted Spence w/att
Dick Singer w/att

DATE: 6-21-85

SECTION: S.E. 97th Ave - S.E. 122nd Ave
HIGHWAY: S.E. Sunnyside Road
COUNTY: Clackamas
PREFIX: 303-1904
F.A. NO: IX-M-9718 (1)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED		
900 Project Engineering Field Offices	1000	$ 110	000	$ 115	000	✓
901 Project Engineering Other Offices	N/A	7	000	7	000	✓
	N/A					
902 Citizen Involvement	N/A		200		200	✓
903 Final Design Bridge and Foundation	7400	4	000	4	000	✓
	7420					
904 Preliminary Design	7110		500		500	✓
905 Final Design	7300	37	500	45	000	✓
906 Redesign	73					
907 T.P.D.T. Design	7331	12	500	15	000	✓
908 Field Testing	1094	3	500	3	500	✓
909 R/W Descriptions	7111	23	500	24	500	✓
910 R/W Maps	7111	1	500	1	500	✓
911 Sign And Signal Design	7600	7	000	9	000	✓
	76					
	1052	1	000	1	000	✓
912 Railroad Maps	7362					
913 R/W Liaison	7730	15	000	15	000	✓
914 Utility Liaison	7783		400		400	✓
	1096	2	500	3	100	✓
915 Landscape Design	7114					
916 Photogrammetry Services	7142		100		100	✓
917 Inventory Needs						
920 Project Programming	0600		500		500	✓
921 Specifications And Estimates	7200	5	500	5	500	✓
923 Environmental Studies	7500	22	000	22	000	✓
	75					
925 Air Monitoring	7510					
927 Free Bridge Design	74					
	74					
929 Free Bridge Specifications	7200					
933 Base Design	7141		300		300	✓
934 Geotechnical Investigation	7120					
937 Hydraulic Studies	7143	1	000	1	000	✓
949 System Studies	N/A					
960 Process Project Prospectus	7144				50	✓
961 Prepare Hearing Study Data	7113					
962 Reconnaissance Surveys	71					
963 Review Field Surveys	7113		450		400	✓
964 Prepare Permits	7000		250		250	✓
980 Conduct Public Hearing	N/A					
020 Training	N/A	1	300	1	300	✓
050 Audit Services	0500		500		500	✓
		$ 258	000	$ 276	600	

* Amounts shown converted from function amounts that were previously given for this project.

11,157

Con 21-8
Clack Co.

STATE OF OREGON

INTEROFFICE MEMO

TO: RICH KUEHN
Final Design Engineer

DATE: June 13, 1985

FROM: Curtis H. Duval
CURT DUVAL
Metro-Region Location Manager

File: 303-1904

SUBJECT: 97th - 122nd Sunnyside Road (Unit 2)
Clackamas County
Project Monumentation

We have completed a cost estimate for the required monumentation of the subject project. Please include an anticipated item in this contract for "PROJECT MONUMENTATION" with an estimated cost of $25,000.

RECEIVED
JUN 14 1985
ROAD DESIGN SECTION

RDE
I FDE RK
LE
3 SE
FPC
PDE
LFE
GTE

BPC
FDS
CAD
Copy All
Return To
B/U / /

CD:MB:pa

cc Ed Hardt
Jim McClure
Bob Schalk
Lou Spisla

REFERRED TO
Cuno
KD [illegible] ...rikson ... Gatta
Baker ... An[illegible]
King ... Bedford
Return Discuss Do File ... Date
By FINAL DESIGN ENGINEER

Pass on to Specs

WE HAVE A COPY OF THIS

Contains Recycled Materials

OREGON STATE HIGHWAY DEPARTMENT

TO: CURT DUVAL - LOCATION MGR

SUBJECT: 97th - 122 - SUNNYSIDE RD.

FROM: Bob Schalk
BOB SCHALK - PROJ. MGR

DATE: 6-12-85

I HAVE PREPARED AND ENCLOSED A PROJECT MONUMENTATION WORKSHEET FOR THE SUBJECT PROJECT YIELDING AN ESTIMATE OF $25,500.00 TO BE INCLUDED IN THE ESTIMATE AS AN ANTICIPATED ITEM: "PROJECT MONUMENTATION". AS AN INDEPENDANT CHECK, I ASKED THAT LOU SPISLA PROVIDE AN ESTIMATE BASED ON THE TYPE OF WORK HIS SHOP DOES & HIS PREVIOUS EXPERIENCE (NOTE THAT LOU'S SHOP DOES NOT DO ANY WORK THAT INVOLVES VERTICAL CONTROL - BM.)
LOU'S ESTIMATE = $25,000.
ALSO, THE DESIGN ℄ SHOULD BE VERIFIED IN THE FIELD, SO MONIES TO RUN & REFERENCE IT ARE INCLUDED AS WELL.
IT WOULD SEEM THAT $25,000 WOULD BE SUFFICIENT TO NOTIFY SALEM TO ALLOW FOR

(SIGNATURE)

PLEASE REPLY HERE

THIS ANTICIPATED ITEM. PLEASE NOTIFY AND/OR ADVISE.

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

97th - 122nd 1 1/3
SUNNYSIDE ROAD.

PROJECT MONUMENTATION

	Hours of 1 Man Office Work	Hours of Field Crew Work
ESTABLISH CENTERLINE(S)--(R/W,CL)		
Considerations: Set-ups: No. Curves: Length of Lines:	8	24
REFERENCE EXISTING MONUMENTS		
(A) Land Survey Monuments List: NONE DISLOCATED	N/A	N/A
Control Monuments -Reference const. CL -Reference R/W CL	8	40
SET MONUMENTS		
(B) R/W: 1. Change in R/W width: 38	24	40
2. Corners of OSHD prop: —		
3. Opposite Curve Points: 50	24	
4. 1000-ft. intervals: ____		
(C) CL: 1. Permanent and CL Reference monuments (25)	8	40
(D) 2. Correlation between const. CL and R/W CL	—	—
(E) BM: 1. Set and stamp BM monuments a. 1 mi. - rural b. ½ to 1/3 mi. - metro	NA	16
2. Run 3-wire levels 1 EACH END OF JOB 2 AT CULVERTS	8	24

(A) COORDINATE RE-ESTABLISHMENT OF LAND SURVEY MONUMENTS. (DLC CORNERS, SECTION CORNERS, GOVERNMENT LOT CORNERS, EXTERIOR SUB DIVISION CORNERS, CITY STREET MONUMENTS, COUNTY ROAD MONUMENTS, ETC) WITH APPROPRIATE AGENCY.

STATE CAN REFERENCE IF AGENCY CONCURS. MONUMENT TO BE SET IN ORIGINAL POSITION, IN CONCRETE.

(B)
1. CHANGE IN R/W WIDTH (INCLUDING INTERSECTION OF OLD AND NEW R/W LINES)
2. CORNERS OF PROPERTY OWNED BY OSHD.
3. R/W LINES OPPOSITE CURVE POINTS (PS, PSC, PCS, PT) WHEN R/W LINE IS DEFINED BY A DISTANCE FROM SUCH POINTS
4. OTHER R/W LINES NOT MARKED FOR ABOVE REASONS, NOT MORE THAN 1000 FEET.

(C) IF ABOVE ARE NOT ADEQUATE TO CONVENIENTLY ESTABLISH R/W, SET PERMANENT CENTERLINE MONUMENTS.

(D) IF CONSTRUCTION CENTERLINE DIFFERS FROM R/W CENTERLINE, REFERENCE CONSTRUCTION CENTERLINE WITH FREQUENT TIES BETWEEN THE TWO LINES AND NOTE ON THE "AS CONSTRUCTED" PLANS.

(E) IF NOT PRESENT, SET BM MONUMENTS AT 1 MILE INTERVALS (1/2 TO 1/3 MILE IN URBAN-METRO AREAS).

RUN THREE-WIRE LEVELS THROUGH PUBLISHED USC&GS, OSHD OR USGS POINTS.

	Hours of 1 Man Office Work	Hours of Field Crew Work
FULFILL REPORTING/FILING OBLIGATIONS		
-Mark R/W monuments on "As Contruct. Plans" and submit field notes (2 DAY)(1MAN)(8hr/DAY)	16	
-Make out and submit:		
734-3186 "Report on condition of BM" -for old BM found	4	
734-3185 "Description of BM" -for new BM set -stamp with no. assignments from photogrammetry	8	
-Coordinate re-establishment of land Survey monuments. List:	N/A	
- Moving triangulation stations and BM. Notify photogrammetry (To be correlated with Nat. Geod. Survey).	N/A	
-Filing of Survey with county: (F) within 45 days of establishing or re-establishing R/W markers of other reference monument, file with county surveyor's office: 1. Map 2. Narrative 2MEN - 30 DAYS - 8hr DAY	480	
TOTAL	596 HRS.	244 HRS

Ⓕ COORDINATE THROUGH METRO-REGION ENGINEER AND R/W DESCRIPTIONS UNIT, SALEM.

SOURCE: Construction Manual 1985 (105.08-6 thru 16)

SALARY OFFICE: (596 HOURS) X ($ 15 - RATE) = $ 8940

SALARY FIELD: (244 HOURS) X ($ 15.4= 60 - RATE) = $ 14,640

EQUIPMENT RENTAL..(244hr)(3^{00} + 2^{00})=..........$ 1220

SUPPLIES..RODS/CAPS/CONC./LUMBER/MISC SUPPL./DISCS/ MON. BOXES/..$ 500

OTHER LIST: (COMPUTER TIME)..............$ 200

TOTAL = $ 25,500

TOTAL TO BE SUBMITTED AS AN ANTICIPATED ITEM FOR "PROJECT MONUMENTATION" AS PART

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

May 28, 1985

D. O. Christensen
Road Design Engineer

File 54585
S.E. 97th Ave.-S.E. 122nd Ave. (Unit 2) Section
Sunnyside Road (County Road)
Clackamas County

Attached is a description (1 file) and an authorization covering additional right of way required for the subject project.

Right of Way prints for this file are being forwarded to your office this day with the revisions from 105th to 122nd.

By:
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION S.E. 97th Avenue - S.E. 122nd Avenue	COUNTY Clackamas	KEY ID # 00385	REGION Metro
HIGHWAY S.E. SUNNYSIDE ROAD (FAU 9718)			
SURVEY AUTHORITY	AUTHORIZATION NO. 7	PREFIX 303-1904	DATE 5/1/85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 115,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	200		916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	7,000		918 LOCATION			935 SOILS		
904 CONSULTANT			920 PROGRAM MANAGEMENT			936 REGION TRAFFIC	1,000	
905 FINAL DESIGN			921 SPECIFICATIONS			937 HYDRAULICS		
906 BRIDGE DESIGN			922 ADMIN. SERVICES			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			924 D.O.T.			950 TRAINING	1,300	
910 REGION GEOLOGIST	3,500		925 AIR MONITORING			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			926 FOUNDATION			960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	15,000		929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON	3,000		932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS	$ | $
	PREVIOUS AUTHORIZATION	$ 258,000
FEDERAL AID PROJECT NUMBER IX-M-9718(1)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This Supplemental Survey Authority is requested to provide additional Project Manager (901) funds from $110,000 to $115,000.

At the request of Clackamas County engineers this project has been redesigned by Region staff and submitted to the Final Design Unit on April 19, 1985 to include urban section-full length curbs along Sunnyside Road. The request for additional funds covers this redesign plus plan review and Right-of-Way staking by Region after preliminary contract plans are published.

Also requested are increases for Citizen's Involvement (902) from $100 to $200 and for Region Utility (914) from $2,500 to $3,000.

UPDATE

PREPARED BY BOB SCHALK, Project Manager	DATE 5-15-85	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 5/15/85	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2/10/78, 9/9/81, 6/1/82, 10/20/83, 11/19/84, 2/22/85	

734-1914 (11-84)

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IX-9718(1)	2. STATE PROJECT NO. See Below	2A. COUNTY NAME Clackamas
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	5. ITEM NO. 80148

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/22/85	8. FEDERAL ROUTE NUMBER FAU 9718	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SE 97th Avenue - SE 122nd Avenue

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 2/14/85 I approve the revised Preliminary Engineering costs to a TEC of $258,000; Federal Funds $219,986.

(Increase TEC $14,600; Federal Funds $12,410)

RECEIVED
STATE HWY ENGR
FEB 26 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 2/25/85	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 (Rev 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

303-1904

Date: February 14, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 80148
Project No. IX-M-9718(1)
SE 97th Ave.-SE 122nd Ave.
County Road
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work. based on the attached justification letter from Mr. Pool dated February 6, 1985.

Approval of this request will involve an increase of $14,600.00 in total cost and obligation of $12,410.00 in Federal Funds with revised financing as follows:

	TEC	FF	%
Previous (W36)	$ 85,800.00	$ 73,616.00	85.8
Previous (772)	25,700.00	21,845.00	85
Previous (580)	131,900.00	112,115.00	85
Increase	14,600.00	12,410.00	85
Total	$258,000.00	$219,986.00	

WH:me
Attachment
cc: E.L. Hardt (Metro)
R. C. Pool
Karen Bunk (Metro)
Wayne Schulte (Metro)
Gary Zehner
Shirley Williams

Kit - File

RECEIVED
FEB 10 1985
LOCATION
SECTION

NOTED
P. SINGER

Form 734-3122

10,157

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

FAP IX-9718(5)

File 53032

Sta. 552+18.00 to Sta. 533+49.28

Name of owner Norman E. and Rosalie A. Upshaw

Mail address 10620 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-3885

Phone No

Attorney none Address

Purpose of purchase R/W & Perm.Ease. OPTION EXPIRES 2/19/85 Possession upon payment

Location of property S.E. 97th-S.E. 122nd (Unit 2) section of Sunnyside Road Highway in Clackamas County

Street address or Sec. T.R. 10620 SE Sunnyside Road, Clackamas

How does taking affect remaining property? reduces acreage size (Give details regarding dividing of tract, if appropriate)

Nature of property taken residential dwelling on MR-1 property with garden, landscaping, wire fence, asphalt driveway. Property zoned Medium Density Residential (Give details regarding nature, cultivation, improvements and class of property taken)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

PROGRAM SECTION
MANAGER ------ RESOURCE UNIT ------
FA UNIT ------ PROGRAM UNIT ------
SEP 25 1984
REFER TO------
R/D ------ ACT ------ REPLY ------
DISC ------ INFO ------ FILE ------

LAND: Multi-Family

Parcel 1 - fee, 397 s.f. @ $1.54⁻/s.f.	-	$610.		
Parcel 2 - Perm.Slope Ease., 1587 sf @ $.15+/s.f.	-	245.		
Parcel 3 - Perm. Power Line Fac. Ease., 661 s.f. @ $.16⁻/s.f.	-	105.	=	$ 960.
IMPROVEMENTS: tree, vegetation and fence			=	290.
		TOTAL	=	$1,250

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

EXHIBIT "E" - Grantors' Other Obligations

B....grantors agree to remove promptly from the limits of the optioned property the following reserved property or items:

Oak Tree

Any reserved property or items not removed on or before March 1, 1985 shall become the property of State.

P. OBLIG E 300 TO CONST.
DATE 11/21/84

Withholding $ -- for

Relocation: 3617 forwarded on 8/22/84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ -- Replacement Housing: $ -- Rent Supplement

Appraisals: $ 1735 By H. Bergstrom Review Appraisal $ 1250

Staff & $

Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix Participating $ Non-Participating $

Mail address 10620 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-3885

Phone No

Attorney none Address

Purpose of purchase R/W & Perm.Ease. OPTION EXPIRES 2/19/85 Possession upon payment

Location of property S.E. 97th-S.E. 122nd (Unit 2) section of

Sunnyside Road Highway in Clackamas County

Street address or Sec. T.R. 10620 SE Sunnyside Road, Clackamas

How does taking affect remaining property? reduces acreage size
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential dwelling on MR-1 property with garden, landscaping, wire fence, asphalt driveway. Property zoned Medium Density Residential
(Give details regarding nature, cultivation, improvements and class of property taken)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done by State in addition to payment of compensation. Tumblehead on back of sheet if necessary)

PROGRAM SECTION
MANAGER ------ RESOURCE UNIT ------
FA UNIT ------ PROGRAM UNIT ------
SEP 25 1984
REFER TO
R/D ------ ACT ------ REPLY ------
DISC ------ INFO ------ FILE ------

LAND: Multi-Family

Parcel 1 - fee, 397 s.f. @ $1.54-/s.f.	- $610.		
Parcel 2 - Perm.Slope Ease., 1587 sf @ $.15+/s.f.	- 245.		
Parcel 3 - Perm. Power Line Fac. Ease., 661 s.f. @ $.16-/s.f.	- 105.	=	$ 960.
IMPROVEMENTS: tree, vegetation and fence		=	290.
TOTAL		=	$1,250

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

EXHIBIT "E" - Grantors' Other Obligations

B....grantors agree to remove promptly from the limits of the optioned property the following reserved property or items:

Oak Tree

Any reserved property or items not removed on or before March 1, 1985 shall become the property of State.

P. OBLIG E 300 TO CONST.
DATE 9/21/84

Withholding $ -- for

Relocation: 3617 forwarded on 8/22/84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ -- Replacement Housing, $ -- Rent Supplement

Appraisals: $ 1735 By H. Bergstrom Review Appraisal $ 1250

Staff & $

Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 1250 Non-Participating $ --

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Kenneth Kolk Date 9-13-84
Right of Way Supervisor

Signed: Kayda Clarke
Right of Way Agent
Kayda Clark

Right of Way Manager Date

Dated: 9/12/84

Authorized by
Transportation Commission: Date [redacted]

FORM 734-3042 (Rev. 7-78)

county 9/21/84

POOR

ORIGINAL

DOCUMENT(S)

FINAL REPORT on Real Property Negotiations

FAP IX-9718(5)

OREGON STATE HIGHWAY DIVISION

File 53156

Sta. 533+50 to Sta. 535+50

Name of owner ERNEST L. and MATHILDE I. LAIZURE

Mail address 10700 SE Sunnyside, Clackamas Oregon 97015 Phone No. 658-8213

Phone No.

Attorney none Address

Purpose of purchase R/W & Perm.Ease. OPTION EXPIRES Deed 2/22/85 Possession upon payment

Location of property SE 97th Avenue-SE 122nd Avenue (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 10700 SE Sunnyside Road

How does taking affect remaining property? reduces acreage size
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential dwelling on MR1 property with landscaping, wire fence, and asphalt driveway.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Multi-Family

Parcel 1 - 820 s.f., fee, @ $1.54+/s.f.	-	$1,265		
Parcel 2 - Perm.Slope Ease., 3800 sf @ $.154+/sf	-	586		
Parcel 3 - Perm.Power Line Fac. EAse., 1025 sf @ $.154+/sf (entire area of P.3 lies within P.2)	-	159	=	$2,010

IMPROVEMENTS:

275 LF fencing @ $.98+/sf	-	$270		
1 apple tree @ $175	-	175		
200 sf driveway @ $.47+/sf	-	95	=	$ 540
TOTAL			=	$2,550

P. OBLIG E 300 TO CONST.
DATE 9/28/84

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway with asphalt surface.

State to constuct a temporary fence on the easement line. Grantor will construct a permanent fence after highway construction is completed.

EXHIBIT "E" - Grantors' Other Obligations

B....grantors agree to remove promptly from the limits of the optioned property the following reserved property or items:

Four trees.

...items not removed on or before March 1, 1985 shall become the property of State.

Withholding $ -- for

Relocation: 3617 forwarded on 9/13/84; ☐ Improved ☒ Unimproved

☐ Required Displacement: $ -- Replacement Housing; $ Rent Supplement

Appraisals: $ 2925 By H. Bergstrom Review Appraisal $ 2550

Staff & $

Fee $ By C. Schmidt Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Mail address 10700 SE Sunnyside, Clackamas Oregon 97015 Phone No. 658-8213

Phone No.

Attorney none Address

Purpose of purchase R/W & Perm.Ease. OPTION ~~EXPIRES~~ Deed 2/22/85 Possession upon payment

Location of property SE 97th Avenue-SE 122nd Avenue (Unit II) section of

Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 10700 SE Sunnyside Road

How does taking affect remaining property? reduces acreage size
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential dwelling on MR1 property with landscaping, wire fence, and asphalt driveway.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Multi-Family

Parcel 1 - 820 s.f., fee, @ $1.54+/s.f.	-	$1,265	
Parcel 2 - Perm.Slope Ease., 3800 sf @ $.154+/sf	-	586	
Parcel 3 - Perm.Power Line Fac. EAse., 1025 sf @ $.154+/sf (entire area of P.3 lies within P.2)	-	159	= $2,010

IMPROVEMENTS:

275 LF fencing @ $.98+/sf	-	$270	
1 apple tree @ $175	-	175	
200 sf driveway @ $.47+/sf	-	95	= $ 540
TOTAL			= $2,550

P. OBLIG E 300 TO CONST.
DATE 9/28/84

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway with asphalt surface.

State to constuct a temporary fence on the easement line. Grantor will construct a permanent fence after highway construction is completed.

EXHIBIT "E" - Grantors' Other Obligations

B....grantors agree to remove promptly from the limits of the optioned property the following reserved property or items:

Four trees.

...items not removed on or before March 1, 1985 shall become the property of State.

Withholding $ -- for

Relocation: 3617 forwarded on 9/13/84; ☐ Improved ☒ Unimproved

☐ Required Displacement: $ -- Replacement Housing; $ Rent Supplement

Appraisals: $ 2925 By H. Bergstrom Review Appraisal $ 2550

Staff & $

Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 2550 Non-Participating $ -

General remarks Three of the four trees in Exh. E [illegible] existing R/W.
(Give such general explanation as you desire to support settlement)

RECEIVED
RIGHT OF WAY

Settlement recommended:

Kenneth Roefe Date 9-14-84
Right of Way Supervisor

Signed Kayda Clark
Right of Way Agent
KAYDA CLARK

Date 9-25-84
Right of Way Manager

Dated: 9/13/84

Authorized by Transportation Commission Date 9/25/84

FORM 734-3042 (Rev. 7-78)

county 9/28/84

FINAL REPORT on Real Property Negotiations FAP #IX-9718(5)

OREGON STATE HIGHWAY DIVISION

File 53157

Sta. 535+50 to Sta. 538+60

Name of owner ANDRIS and ASJA RITMANIS
3700 SE Ellis, Portland, Oregon

C.P.: Bert M. and Claudia Walker
Mail address 13500 SE King Road, Portland, Oregon Phone No. 760-8215

Phone No.

Attorney NA Address

Purpose of purchase R/W & Perm.Ease. OPTION EXPIRES 7/9/85 Possession upon payment

Location of property SE 97th Ave.-SE 122nd (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 10770 SE Sunnyside Road, Clackamas

How does taking affect remaining property? nominal effect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Taking is from front of undeveloped multi-family zoned land.
(Give details regarding nature, cultivation, improvements and class of property taken.)
Easements are almost entirely in the setback area.

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential:

Parcel 1	- 3050 s.f. (fee) @ $1.55+/s.f.	-	$4,730	
" 2	- Perm.Ease.Slopes, 4900 sf @ $.15+/sf	-	760	
" 3	- " " Power Line Fac.,1550 sf @ $.15+/sf	-	240	
" 4	- " " drainage, 2015 sf @ $.15+/sf	-	315	
" 4	- " " " , 330 sf @ $.24+/sf	-	80	= $6,125
IMPROVEMENTS:	fence - 250 L.F. @ $1.20/L.F.			= 300
			TOTAL	= $6,425

EXHIBIT "C" - State's Other Obligations
State to to reconnect existing driveway.

P. OBLIG 3300 TO CONST.
DATE

Withholding $ NA for

Relocation: 3617 forwarded on 9/27/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N.A. Replacement Housing; $ Rent Supplement

Appraisals: $ 6980 By H. Bergstrom Review Appraisal $ 6425
Staff & $
Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-3343 Participating $ 6425 Non-Participating $ —

3700 SE Ellis, Portland, Oregon

C.P.: Bert M. and Claudia Walker
Mail address 13500 SE King Road, Portland, Oregon Phone No. 760-8215

Phone No.

Attorney NA Address

Purpose of purchase R/W & Perm.Ease. OPTION EXPIRES 7/9/85 Possession upon payment

Location of property SE 97th Ave.-SE 122nd (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 10770 SE Sunnyside Road, Clackamas

How does taking affect remaining property? nominal effect (Give details regarding dividing of tract, if appropriate)

Nature of property taken Taking is from front of undeveloped multi-family zoned land. (Give details regarding nature, cultivation, improvements and class of property taken.) Easements are almost entirely in the setback area.

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential:

Parcel 1	3050 s.f. (fee) @ $1.55+/s.f.	$4,730	
" 2	Perm.Ease.Slopes, 4900 sf @ $.15+/sf	760	
" 3	" " Power Line Fac.,1550 sf @ $.15+/sf	240	
" 4	" " drainage, 2015 sf @ $.15+/sf	315	
" 4	" " " , 330 sf @ $.24+/sf	80	= $6,125

IMPROVEMENTS: fence - 250 L.F. @ $1.20/L.F. = 300

TOTAL = $6,425

EXHIBIT "C" - State's Other Obligations

State to to reconnect existing driveway.

P. OBLIG 3300 TO CONST.
DATE

Withholding $ NA for

Relocation: 3617 forwarded on 9/27/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N.A. Replacement Housing; $ Rent Supplement

Appraisals: $ 6980 By H. Bergstrom Review Appraisal $ 6425

Staff & $

Fee $ By Carl Schmidt Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-3[illegible]3 Participating $ 6425 Non-Participating $ -

General remarks Mr. Walker desires to be paid prior to 2/24/85 (Give such general explanation as you desire to support settlement)

Settlement recommended:

Kenneth Rolfe Right of Way Supervisor Date 1-14-85 Signed: Right of Way Agent JERRY SWAN

Right of Way Manager Date Dated: January 14, 1985

Authorized by Transportation Commission: Date 1-10-85

FORM 734-3042 (Rev. 7-78)

county 1/25/85

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

IX-9718(5)

File 53160

Sta 538+60 to Sta 538+90

Name of owner Russell K. and Elnora I. Amundson

Mail address 10815 SE Sunnyside Rd., Clackamas, Oregon 97015 Phone No 658-2822

Phone No.

Attorney none Address

Purpose of purchase Perm. Ease. OPTION EXPIRES 2/19/85 Possession upon payment

Location of property SE 97th Avenue-SE 122nd Avenue (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 10815 SE Sunnyside Road

How does taking affect remaining property? minor reduction in use
(Give details regarding dividing of tract, if appropriate)

Nature of property taken permanent slope easement
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential, 150 s.f. Permanent Slope Easement - nominal value	=	$100
IMPROVEMENT: Landscaping, grass ground cover	=	20
TOTAL	=	$120

EXHIBIT "C" State's Other Obligations:

State is to reconnect grantors existing driveway.

P. OBLIG E 300 TO CONST.
DATE 1/7/84

Withholding $ -0- for

Relocation: 3617 forwarded on 8/21/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ — Replacement Housing; $ Rent Supplement

Appraisals: $ 120 By V. Alvarado Review Appraisal $ 120

Staff & $

Fee $ By M. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2743 Participating $ 120 Non Participating $ —

Mail address 10815 SE Sunnyside Rd., Clackamas, Oregon 97015 Phone No 658-2822

Phone No.

Attorney none Address

Purpose of purchase Perm. Ease. OPTION EXPIRES 2/19/85 Possession upon payment

Location of property SE 97th Avenue-SE 122nd Avenue (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 10815 SE Sunnyside Road

How does taking affect remaining property? minor reduction in use
(Give details regarding dividing of tract, if appropriate)

Nature of property taken permanent slope easement
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential, 150 s.f. Permanent Slope Easement - nominal value = $100

IMPROVEMENT: Landscaping, grass ground cover = 20

TOTAL = $120

EXHIBIT "C" State's Other Obligations:

State is to reconnect grantors existing driveway.

P. OBLIG E 300 TO CONST.
DATE 1/7/84

Withholding $ -0- for
Relocation: 3617 forwarded on 8/21/84, ☐ Improved ☒ Unimproved
☐ Required Displacement: $ — Replacement Housing: $ Rent Supplement

Appraisals: $ 120 By V. Alvarado Review Appraisal $ 120
Staff & $
Fee $ By M. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 120 Non-Participating $ —

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Kenneth Rolf Date 8-22-84 Signed
Right of Way Supervisor Right of Way Agent
John E. Baker

Date Dated: 8/21/84
Right of Way Manager

Authorized by
Transportation Commission: Date

FORM 734-3042 (Rev. 7-78)

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

IX-9718(5)

File 53161

Sta. 538+60 to Sta. 539+90

Name of owner CALISTRO C. & ELISA P. AGUON

Mail address 10823 S.E. Sunnyside Rd.
Clackamas, OR 97015

Phone No. 658-4843

Phone No.

Attorney None Address

Purpose of purchase Easements

OPTION EXPIRES Ease June 2, 1985

Possession Upon payment

Location of property S.E. 97th-122nd Ave. (Unit 2) section of Sunnyside Rd. Highway in Clackamas County.

Street address or Sec. T.R. 10823 S.E. Sunnyside Rd.

How does taking affect remaining property? 2 permanent easements, loss of landscaping.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Easements, landscaping, and sight and sound barrier.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Parcel 1 - Perm. Ease. for Slopes - Residential 1000 s.f. @ $.12/s.f.	= $ 120	
Parcel 2 - Perm. Ease. for Powerline Facility Residential - 25 sf @ Nominal Value	= $ 10	
TOTAL LAND		$ 130
IMPROVEMENTS: Landscaping	= $ 240	
Road Screening Trees	= $2830	
TOTAL IMPROVEMENTS		$ 3,070
TOTAL LAND AND IMPROVEMENTS		$ 3,200

EXHIBIT C - State's Other Obligations

State is to reconnect existing driveway.

P. OBLIG 3300 TO CONST.
DATE 12/14/84

Withholding $ 0 for

Relocation: 3617 forwarded on July 20, 1984, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $2530 By Victor Alvarado Review Appraisal $ 2530

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203- 543 Participating $ 3200 Non-Participating $ —

Name of owner

Mail address 10823 S.E. Sunnyside Rd.
Clackamas, OR 97015
Phone No. 658-4843

Phone No.

Attorney None Address

Purpose of purchase Easements

OPTION ~~EASE~~ EXPIRES June 2, 1985

Possession Upon payment

Location of property S.E. 97th-122nd Ave. (Unit 2) section of Sunnyside Rd. Highway in Clackamas County.

Street address or Sec. T.R. 10823 S.E. Sunnyside Rd.

How does taking affect remaining property? 2 permanent easements, loss of landscaping.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Easements, landscaping, and sight and sound barrier.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Parcel 1 - Perm. Ease. for Slopes - Residential 1000 s.f. @ $.12/s.f.	= $ 120	
	Parcel 2 - Perm. Ease. for Powerline Facility Residential - 25 sf @ Nominal Value	= $ 10	
TOTAL LAND			$ 130
IMPROVEMENTS:	Landscaping	= $ 240	
	Road Screening Trees	= $2830	
TOTAL IMPROVEMENTS			$ 3,070
TOTAL LAND AND IMPROVEMENTS			$ 3,200

EXHIBIT C - State's Other Obligations

State is to reconnect existing driveway.

P. OBLIG 3300 TO CONST.
DATE 12/14/84

Withholding $ 0 for

Relocation: 3617 forwarded on July 20, 1984 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $2530 By Victor Alvarado Review Appraisal $ 2530

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203 - 2543 Participating $ 3200 Non-Participating $ —

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Kenneth Roefe Date 12-6-84
Right of Way Supervisor

Signed: John E Baker
Right of Way Agent
JOHN E. BAKER
Dated: 12/5/84

Date
Right of Way Manager

Authorized by Transportation Commission: Date 12-12-84

FORM 734-3042 (Rev. 7-78)

county 12/14/84

FINAL REPORT on Real Property Negotiations

FAP IX-9718(5)

OREGON STATE HIGHWAY DIVISION

File 53162

Sta. 540+00 to Sta. 541+00

Name of owner Michael E. and Diane L. Cooper

Mail address 10891 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-2387

Phone No.

Attorney none Address

Purpose of purchase R/W & Ease. OPTION EXPIRES ~~6/11/84~~5 Possession upon payment

Location of property SE 97th-SE 122nd Ave. (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 10891 SE Sunnyside Road

How does taking affect remaining property? reduction in size
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential land and easements
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

RESIDENTIAL:

LAND:	Parcel 1 - 75 s.f. @ $1.20/s.f.	-	$ 90.	
	" 2 - Perm.Ease.Slopes, 1700 sf @ $.11+/sf	-	200.	
	" 3 - " " Power Line Fac., 475 sf @ $.12/s.f.	-	57.	
	" 4 - " " Anchor Pole, 110 s.f. @ $.30/s.f.	-	33.	= $ 380.

IMPROVEMENTS:	driveway	-	$ 25
	landscaping	-	885
	cedar tree hedge	-	3010

= 3,920

TOTAL = $ 4,300

P. OBLIG 3300 TO CONST.
DATE 12/28/84

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

Withholding $ -0- for

Relocation: 3617 forwarded on 8/2/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 3450 By V. Alvarado Review Appraisal $ 3450

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 20[illegible]3 Participating $ 4300 Non-Participating $ -0-

Name of owner

Mail address 10891 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-2387

Phone No.

Attorney none Address

Purpose of purchase R/W & Ease. OPTION EXPIRES 6/11/85 Possession upon payment

Location of property SE 97th-SE 122nd Ave. (Unit II) section of Sunnyside Road Highway in Clackamas County.

Street address or Sec. T.R. 10891 SE Sunnyside Road

How does taking affect remaining property? reduction in size
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential land and easements
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

	RESIDENTIAL:			
LAND:	Parcel 1 - 75 s.f. @ $1.20/s.f.	-	$ 90.	
	" 2 - Perm.Ease.Slopes, 1700 sf @ $.11+/sf	-	200.	
	" 3 - " " Power Line Fac., 475 sf @ $.12/s.f.	-	57.	
	" 4 - " " Anchor Pole, 110 s.f. @ $.30/s.f.	-	33.	= $ 380.
IMPROVEMENTS:	driveway - $ 25			
	landscaping - 885			
	cedar tree hedge - 3010			= 3,920
			TOTAL	= $ 4,300

P. OBLIG 3300 TO CONST.
DATE 12/28/84

EXHIBIT "C" - State's Other Obligations

State is to reconnect existing driveway.

Withholding $ -0- for

Relocation: 3617 forwarded on 8/2/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 3450 By V. Alvarado Review Appraisal $ 3450

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 20[illegible]-[illegible]43 Participating $ 4300 Non-Participating $ -0-

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Kenneth W. Rolfe
Right of Way Supervisor Date 12-18-84

Right of Way Manager Date 12-21-84

Authorized by Transportation Commission: Date J B Boyd 12-21-84

Signed John E Baker
Right of Way Agent
JOHN E. BAKER

Dated December 13, 1984

FORM 734-3042 (Rev. 7-78)

county 12/28/84

FINAL REPORT on Real Property Negotiations

FAP IX-9718(5)

OREGON STATE HIGHWAY DIVISION

File 53268

Sta 559 to Sta 559+40

Name of owner Leona J. Covelle and Marian Winterberger

Mail address 11521 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-2492

Phone No.

Attorney Address

Purpose of purchase Perm.Slope Ease. OPTION EXPIRES Ease 4/1/85 Possession upon payment

Location of property S.E. 97th Avenue-S.E. 122nd Avenue (Unit II) section of Sunnyside Road Highway in Clackamas County

Street address or Sec. T.R. 11521 SE Sunnyside Road, Clackmas, Oregon 97015

How does taking affect remaining property? easement encumbrance on front yard area
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential property including trees, shrubs, wood fence, barkdust and concrete walk.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done by the State in addition to payment of compensation. Use blank on back of sheet if necessary.)

LAND: Residential, Permanent Slope Easement, 520 sf. @ nominal consideration = $ 100.

IMPROVEMENTS:

Fencing	- 41 LF @ $7.32⁻/LF	-	$ 300	
Concrete walks	- 30 sf @ $ .83⁺/sf	-	25	
Shrubs	- 8 @ $6.75/ea	-	54	
Barkdust	- 190 sf @ $.79⁺/sf	-	151	
Trees	- 8 @ $140/ea.	-	1,120	= $1,650.

TOTAL LAND & IMPROVEMENTS = $1,750

LESS: fencing & 8 shrubs to be retained by grantor = - 43

NET CONSIDERATION = $1,707

EXHIBIT "C" - State's Other Obligations
State is to reconnect existing driveway.

EXHIBIT "E" - Grantors' Other Obligations
B. 41 l.f. of cedar fencing, 8 shrubs. The amount of $43 shall be withheld from the consideration.

Any reserved property or items not removed on or before April 1, 1985 shall become the property of State.

P. OBLIG E 300 TO CONST.
DATE 10/1/84

Withholding $ for

Relocation: 3617 forwarded on 9/18/84 ☐ Improved ☒ Unimproved

☐ Required Displacement $ Replacement Housing $ Rent Supplement

Appraisals: $ 1750 By J. Swan Review Appraisal $ 1750

Staff & $

Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix [illegible] Participating $ 1707 Non-Participating $ —

Mail address 11521 SE Sunnyside Road, Clackamas, Oregon 97015 Phone No. 658-2492

Phone No.

Attorney Address

Purpose of purchase Perm.Slope Ease. OPTION EXPIRES ~~4/1/85~~ Eas 4/1/85 Possession upon payment

Location of property S.E. 97th Avenue-S.E. 122nd Avenue (Unit II) section of Sunnyside Road Highway in Clackamas County

Street address or Sec. T.R. 11521 SE Sunnyside Road, Clackmas, Oregon 97015

How does taking affect remaining property? easement encumbrance on front yard area
(Give details regarding dividing of tract, if appropriate)

Nature of property taken residential property including trees, shrubs, wood fence, barkdust and concrete walk.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done [illegible]. State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential, Permanent Slope Easement, 520 sf. @ nominal consideration = $ 100.

IMPROVEMENTS:

Fencing	- 41 LF @ $7.32⁻/LF	-	$ 300	
Concrete walks	- 30 sf @ $ .83⁺/sf	-	25	
Shrubs	- 8 @ $6.75/ea	-	54	
Barkdust	- 190 sf @ $.79⁺/sf	-	151	
Trees	- 8 @ $140/ea.	-	1,120	= $1,650.

TOTAL LAND & IMPROVEMENTS = $1,750

LESS: fencing & 8 shrubs to be retained by grantor = - 43

NET CONSIDERATION = $1,707

EXHIBIT "C" - State's Other Obligations
State is to reconnect existing driveway.

EXHIBIT "E" - Grantors' Other Obligations
B. 41 l.f. of cedar fencing, 8 shrubs. The amount of $43 shall be withheld from the consideration.

Any reserved property or items not removed on or before April 1, 1985 shall become the property of State.

P. OBLIG E 300 TO CONST.
DATE 10/19/84

Withholding $ for

Relocation: 3617 forwarded on 9/18/84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 1750 By J. Swan Review Appraisal $ 1750

Staff & $

Fee $ By C. Schm[illegible]t
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix [illegible] Participating $ 1707 Non-Participating $ -

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 10-3-84 Signed: Right of Way Agent

Right of Way Manager Date Dated: KAYDA CLARK
October 3, 1984

Authorized by Transportation Commission: Date

FORM 734-3042 (Rev. 7-78)

Ceruntix 10/19/84

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 22 1984
REFER TO____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

FINAL REPORT on Real Property Negotiations

IX-9718(5)

OREGON STATE HIGHWAY DIVISION

File 54089

Sta 565+65 to Sta 566+15

Name of owner MARVIN L. EFFINGER

Mail address Rt. I, Box 141
Mt. Vernon, OR 97865

Phone No. unknown

Phone No.

Attorney none Address

Purpose of purchase Perm. Easement | OPTION EXPIRES 7/27/85 | Possession Upon Payment

Location of property S.E. 97th-S.E. 122nd Ave. section of Sunnyside Rd. (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. Lot 12 Tanya Park, T1S, R2E, W.M.

How does taking affect remaining property? Imposes perm. ease. on title and perm. slopes on small portion.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Permanent slope and drainage easement on vacant land zoned residential.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - Perm. Ease. for Slopes and Drainage 400 s.f. @ $0.175/s.f.	=	$ 70
IMPROVEMENTS:	Small deciduous tree and grass (LUMP SUM)	=	$ 30
TOTAL			$100

Withholding $ 0 for

Relocation: 3617 forwarded on 1/30/85, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ 0 Replacement Housing; $ 0 Rent Supplement

Appraisals: $ 100 By H. Bergstrom Review Appraisal $ 100

Staff & $

Fee $ By Marvin G. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 100 Non-Participating $ -0-

Mail address Rt. I, Box 141
Mt. Vernon, OR 97865 Phone No. unknown

Phone No.

Attorney none Address

Purpose of purchase Perm. Easement

[illegible] OPTION EXPIRES 7/27/85

Possession Upon Payment

Location of property S.E. 97th-S.E. 122nd Ave. section of Sunnyside Rd. (County Rd.) Highway in Clackamas County.

Street address or Sec. T.R. Lot 12 Tanya Park, T1S, R2E, W.M.

How does taking affect remaining property? Imposes perm. ease. on title and perm. slopes on small portion.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Permanent slope and drainage easement on vacant land zoned residential.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential - Perm. Ease. for Slopes and Drainage 400 s.f. @ $0.175/s.f.	=	$ 70
IMPROVEMENTS:	Small deciduous tree and grass (LUMP SUM)	=	$ 30
TOTAL			$100

Withholding $ 0 for

Relocation: 3617 forwarded on 1/30/85, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ 0 Replacement Housing; $ 0 Rent Supplement

Appraisals: $ 100 By H. Bergstrom Review Appraisal $ 100
Staff & $
Fee $ By Marvin G. McEldowney
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 203-2543 Participating $ 100 Non-Participating $ -0-

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth Rolfe
Right of Way Supervisor Date 1-30-85 Signed:
Right of Way Agent
DALE V. ROSSMAN

Right of Way Manager Date Dated: 1/30/85

Authorized by
Transportation Commission: Date 2-7-85

FORM 734-3042 (Rev. 7-78)

county 2/8/85

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PRO 6

TO: Project Unit Engineer
Program Section

DATE: February 6, 1985

FROM: Bob Pool
Bob Pool
Location Engineer

SUBJECT:
S.E. 97th-122nd Avenue
S.E. Sunnyside Road
Clackamas County
Prefix 303-1904
IX-M-9718(1)

The preliminary engineering costs to develop the subject project may exceed the present authorization. To assist you in requesting supplemental funding, we offer the following comments:

> Additional funds are required by Function 901 (Project Manager), 903 (Local Government), 936 (Region Traffic) and 950 (Training). The additional costs are because the 122nd Avenue intersection was revised at the request of the County and also to cover plan review and R/W staking.

The preliminary engineering costs are $258,000.

Attached is an itemization by P.E. function.

RCP:PDS:ja

Attachment

cc Ted Spence w/att.
Kit Leshk "

IX-M-9718 (1)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
901	Project Manager	$ 98	000	$ 110	000
902	Citizens Involvement		200		200
903	Local Government	5	000	7	000
904	Consultant's Fees				
905	Final Design	50	000	50	000
906	Bridge Design	4	000	4	000
907	Preliminary Design		500		500
909	R/W Descriptions	25	000	25	000
910	Region Geology	3	500	3	500
911	Traffic Section	7	000	7	000
912	Landscape Department				
913	R/W - Liaison	15	000	15	000
914	Region Utility Liaison	2	500	2	500
915	Audit Services		500		500
916	Photogrammetry		100		100
918	Location		500		500
920	Program Management		500		500
921	Specifications	5	500	5	500
922	Adm Services (Engineering)		200		200
923	Environmental Section	22	000	22	000
924	DOT Planning				
925	Air Monitor				
926	Structural Foundations				
927	Bridge Design for Counties				
932	R/W Utility Engineer		400		400
933	Surfacing Engineer		300		300
934	Chief Geologist				
935	Soils Engineer				
936	Region Traffic		700	1	000
937	Hydraulics	1	000	1	000
938	Region Environmental				
949	Urban Studies Unit				
950	Training Courses	1	000	1	300
955	Employe Relocation Assist.				
960	Personal Leave				
961	Administrative Leave				
980	Public Hearing Charges				
985	EEO Monitoring Expense				
		$ 243	400	$ 258	000

SECTION: S.E. 97th - S.E. 122nd Ave

HIGHWAY: S.E. Sunnyside Road

COUNTY: Clackamas

PREFIX: 303 - 1904

10,157

1-2-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 703
Clackamas

Attention: Right-of-way Section

Subject: Federal Aid Project No. IX-9718(5) Prefix 203-2543

Project Name S.E. 97th Ave. - S.E. 122nd Ave. (Unit 2)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 2nd day of January, 1985

County of Clackamas

Dale Harlan
~~County Judge~~/Chairman BCC

Ed Lindquist
Commissioner

Commissioner

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 1-29-1985

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

125 869

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clackamas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 00385

SECTION SE 97th Avenue - SE 122nd Avenue

REGION Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 6

PREFIX 303-1904

DATE 11/26/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 110,000	915 AUDITS	$	$ 500	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT		100	916 PHOTO-GRAMMETRY		100	934 GEOLOGY		
903 LOCAL GOVERNMENT		7,000	918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		50,000	920 PROGRAM MANAGEMENT		500	937 HYDRAULICS		1,000
906 BRIDGE DESIGN		4,000	921 SPECIFICA-TIONS		5,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		500	922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		25,000	923 ENVIRONMENTAL SECTION		22,000	950 TRAINING		1,300
910 REGION GEOLOGIST		3,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		7,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		15,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		2,500	932 RAILROAD & UTILITIES		400			

TOTALS	$	$ 258,000
PREVIOUS AUTHORIZATION		$ 243,400
ADD. AUTH. REQUIRED		$ 14,600

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IX-M-9718(1)

LOCATION ENGINEER'S REMARKS

The intersection of Sunnyside Road @ 122nd Avenue has been redesigned and submitted on 11/26/84. The extra work at this intersection was done at the request of the county. The additional requested monies are for plan review, and right-of-way staking as required.

PREPARED BY Original signed by Bob Schalk	DATE 11/28/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Bob	DATE 2-12-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2/10/78, 9/9/81, 6/1/82, 10,20/83, 11/19/84 and 2/22/85	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

7-147

SEE INSTRUCTIONS ON REVERSE

KEY ID# 00385

SECTION S.E. SUNNYSIDE ROAD (FAU 9718)

REGION Metro-Region

SURVEY AUTHORITY

AUTHORIZATION NO. 6

PREFIX 303-1904

DATE 11/26/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
1 PROJECT MANAGER Spent	104,320 $105,000	$ 110,000 -	915 AUDITS	$ [illegible]	$	933 SURFACE DESIGN	$ [illegible]	$
2 CITIZEN'S INVOLVEMENT	100		916 PHOTO-GRAMMETRY	[illegible]		934 GEOLOGY		
3 LOCAL GOVERNMENT	7,000 5,000	7,000 -	918 LOCATION	500		935 SOILS		
04 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1200 ~~700~~	
905 FINAL DESIGN	50,000		920 PROGRAM MANAGEMENT	500		937 HYDRAULICS	[illegible]	
906 BRIDGE DESIGN	4,000		921 SPECIFICATIONS	5,500		938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN	[illegible]		922 ADMIN. SERVICES	[illegible]		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	25,000		923 ENVIRONMENTAL SECTION	[illegible]		950 TRAINING	1300 ~~1,000~~	
910 REGION GEOLOGIST	3,500		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	[illegible]		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	15,000		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	2,500		932 RAILROAD & UTILITIES	400				

TOTALS	$ [illegible]	$
PREVIOUS AUTHORIZATION	[illegible]	$
ADD. AUTH. REQUIRED	14,600	$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IX-M-9718(1)

LOCATION ENGINEER'S REMARKS

Approximately $101,000 for Function 901 and $700 for Function 936 has been spent as of 11/26/84 with $9,800 and $400 respectively requested on Supplemental Authority No. 5 yet to be approved.

The intersection of Sunnyside Road @ 122nd Avenue has been re-designed and submitted 11/23/84. The extra work at this intersection was done at the request of the County. The additional requested monies are for plan review, and right-of-way staking as required.

PREPARED BY Bob Schalk	DATE 11-28-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

SUPPLEMENTAL NARRATIVE REPORT

S.E. 97th Avenue - 122nd Avenue

SUNNYSIDE ROAD

REVISION AT 122nd AVENUE INTERSECTION

Purpose:

The purpose of the revision is to provide for expected increased traffic flow through the intersection.

Scope:

This revision of the project consists of the following items:

Improvement of vertical alignment on 122nd Avenue,
Signalization of the intersection,
Providing Left-Turn refuges for both Northbound and Southbound lanes on 122nd Avenue,
Providing a Right-Turn refuge for Eastbound lane on Sunnyside Road.

Termini:

The limits of this revision are as follows: Sunnyside Road, station 572+50 to 586+40; 122nd Avenue, station 3+50 to 12+40.

Vertical Alignment:

The vertical alignment of 122nd Avenue is one of the major elements of this revision. The addition of a signal to the intersection will allow through-traffic on 122nd Avenue which caused Clackamas County to request a revision of the previous inadequate design. The revised alignment raises the grade of the intersection to about seven (7) feet above the current grade. Also, a 24 foot left profile was designed for Sunnyside Road through the intersection to give it a supered section in order to improve the grade for 122nd Avenue. This was very effective in helping raise the design speed of 122nd Avenue. The design values and criteria for the revised centerline alignments are the following:

For Sunnyside Road:

A 200 foot crest VC with VCPI at 573+50	A=2.01	K=99.5
A 520 foot crest VC with VCPI at 580+00	A=6.18	K=84.1

These meet the OSHD standard for a 40 mph design speed (K=84).

For 122nd Avenue:

A 230 foot VC with VCPI at 4+12	A=8.17	K=28.1
A 230 foot VC with VCPI at 9+15	A=8.06	K=28.5

These meet the less restrictive AASHTO standard for a 30 mph design speed (K=28).

A 120 foot sag VC with VCPI at 12+00 A=3.352 K=35.7

This meets the OSHD standard for a 30 mph design speed (K=35).

A 190 foot sag VC with VCPI at 6+30 A=10.544 K=18.0

This meets a minimal AASHTO standard for a 25 mph design speed. In the future this curve could be improved to a 29 mph ± design speed by the addition of fixed lighting to the intersection.

Although this last curve is somewhat substandard, it is a great improvement over the previous speed of 16 mph ±. Improving this curve any more would inordinately complicate the project and increase the cost of the project.

Typical Section:

The revised typical sections are described as follows:

On Sunnyside Road, West of 122nd Avenue, there are four (4) travel lanes (one 12 foot through-lane each way, plus a 14 foot median for a left-turn refuge with 300 feet of storage plus a 12 foot right-turn lane with 190 feet of storage) and a five (5) foot bicycle path on each side for a total width of 60 feet at the intersection.

On Sunnyside Road, East of 122nd Avenue, there are three (3) travel lanes (one 12 foot through-lane each way plus a 14 foot median for a left-turn refuge with 100 feet of storage) and a five (5) foot bicycle path on each side for a total width of 48 feet.

On 122nd Avenue, North of Sunnyside Road, to the East (left) of the centerline there is a two (2) foot center stripe, a 12 foot through-lane for travel, and a ten (10) foot shoulder; to the West (right) of the centerline, there is a 12 foot left-turn lane with 100 feet of storage and a 15 foot through- or right-turn lane for a total width of 51 feet at the intersection.

On 122nd Avenue, South of Sunnyside Road, there is a 12 foot left-turn lane with 270 feet of storage, two (2) feet of which is to the East (left) of the centerline, and ten (10) feet of which is to the West (right) of the centerline. To the West (right) of the left-turn lane is a 12 foot through-lane and a two (2) foot shoulder. To the West (right) of the left-turn lane is a 17 foot through-lane which tapers to 15 feet, 100 feet plus or minus from the intersection, for a total width of 45 feet at the intersection.

The storage lengths were supplied by the Metro-Region Traffic Analysis Unit.

Drainage:

Details of the drainage are changed and extend further on 122nd.

Right-Of-Way & Easements:

Because of the widening and change in grade extensive revision of right-of-way takings and permanent slope easements are required as indicated on the plan. Two files, 53195 and 53197 are cancelled and no new files are created. The proposed changes have been submitted to the Metro-Region right-of-way unit for an estimate which will be submitted to final design when complete.

Utilities:

Several power poles along 122nd which were not previously affected may have to be moved. Reimbursement to utility companies for any work they do is not likely as they are in the county right-of-way and relocation would be at their own expense.

Signalization:

Proposed at the intersection of Sunnyside Road and 122nd Avenue is a fully actuated eight-phase signal with a pedestrian sequence. A copy of the signal vicinity map (1"=20'scale) submitted with this project has been given to Bernie Straight, Clackamas County, to locate signal poles, controller, and signing.

We will forward this plan to Final Design, along with Signal Warrents, letter from Happy Valley Rural Fire District, and Traffic Signal Fire Pre-Emption Warrents, when the county completes their review.

Stage Construction:

Because of the large fill, changes in the stage construction will probably be necessary. A previous design of this project presented similar problems and the stage construction developed for this should be applicable. Reference is made to the Narrative Report submitted for this project August 22, 1980 by R.R. Cameron.

Pedestrian Facilities:

The proposed signal will provide for pedestrian traffic at the intersection.

Safety:

Improvement of safety was the main consideration for the revision of the vertical alignment. The configuration of the turn lanes and the intersection were designed to safe standards for the given design speeds.

Mail Boxes:

Two additional mail boxes will be impacted by the revision. They are on the west side of 122nd at about stations 4+00 and 5+00.

Permanent Signing:

The signing will be developed by Clackamas County. We will forward a copy of their plan to Final Design, when the county completes thier review.

Cost:

The cost of constructing this revised design was calculated as a total cost rather than a differential cost because of lack of information about the original cost estimate.

The cost of construction items for this project is $634,641 including signals and 40% for Engineering and Contingencies.

The right-of-way cost estimate is being prepared by the Metro-Region right-of-way unit and will be submitted when complete.

BOB SCHALK
Jr. Project Manager
11-23-84

OREGON STATE HIGHWAY DIVISION
SUMMARY-BID SCHEDULE-COST ESTIMATE

SHEET 1 OF
DATE 11/21/84
PREFIX 303-1904
COUNTY Clackamas
ESTIMATE PREPARED BY

SECTION 97th - 122nd Sunnyside Rd
KIND OF WORK 122nd Ave Revision
LENGTH 1440'
SOURCES Cost Analysis
DATE
DATE

CODE	ITEM	UNIT	QUANT	UNIT COST	TOTAL
110	Mobilization (8%)	(8%)			28,810
111	Temp. Protection & Direction of Traffic (3%)	(3%)			10,883
201	Clearing & Grubbing	Lump Sum	All		3,500
202	Removal of Structures & Obstructions	Lump Sum	All		8,600
203	Embankment in Place	C.Y.	15108	600	90,648
206	Trench Exc.	C.Y.	613	10.00	6130
222	Finish Roadbed & Slopes	Mi	.45	7000	3150
233	Watering	M-Gal.	377.7	10.00	3777
304	Aggregate Base	Ton	10,361	10.00	103,610
403	Asph. Conc. Pavement	Ton	2,784	17.00	47,328
403	Asph. Cement in Mixture	Ton	181	175	31,675
407	Asph. in Tack Coat	Ton	1.1	250	275
603	12" Conc. Sew. Pipe Class III	LF	70	12	840
603	12" " " " Class V	LF	840	18	15,120
603	18" " " " Class V	LF	790	20	15,800
604	Manholes under 10' deep	Ea	3	1200	3,600
604	Manholes Type "BP"	Ea	3	1500	4,500
604	Inlets Type "CG-2"	Ea	12	425	5,100
604	Inlets Type "D"	Ea	2	425	850
604	Inlet Type "G-2"	Ea	1	425	425
608	Walks Conc.	S.Y.	53	13	689
609	Islands Conc. Type "C"	C.Y.	13.5	150	2,025

OREGON STATE HIGHWAY DIVISION
SUMMARY-BID SCHEDULE-COST ESTIMATE

SHEET 2 OF
DATE 11/21/84
PREFIX 303-1904
COUNTY Clackamas
ESTIMATE PREPARED BY A. Lrouges

SECTION 97th - 122nd Sunnyside Rd.
KIND OF WORK 122nd Ave. Revision LENGTH 1440'
SOURCES Cost Analysis DATE
DATE

CODE	ITEM	UNIT	QUANT	UNIT COST	TOTAL
609	Curbs, Conc Type "C"	L.F.	2611	3.50	9,139
610	Asphalt approaches	Ea	14	175	2,450
628	Adjust Manholes	Ea.	4	(By	Others)
628	Reconstruct Manholes	Ea	4	(By	Others)
628	Relocate Mailboxes	Ea	9	100	900
					360,1[illegible]
					[illegible]
	SUBTOTAL				399,744
	Engineering & contingencies (40%)				159,898
	SUBTOTAL				559,642
661	Traffic Signal Installation Complete	L.S.			75,000*
	(* may be effected by County revision)				
	Total without R/W				634,641

10,157

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

November 21, 1984

In Reply Refer To
File No.

303-1904

Bernie Straight
Traffic Engineer
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Subject: 97th - 122nd
Sunnyside Road
122nd Avenue Revision

The 122nd Avenue intersection revision is being submitted to Final Design on November 23, 1984. Enclosed are copies of all items being submitted.

If you will locate signal poles and signing on the extra copy of the 1"=20' signal vicinity map and return it to us, it will be submitted to Salem for incorporation into the design.

Bob Schalk for CHD

CURTIS H. DUVAL
Metro-Region Location Manager

CD:AT:db
Enclosures

10,157

STATE OF OREGON

INTEROFFICE MEMO

TO: KEN ROLFE
Right-of-Way Supervisor

DATE: November 21, 1984

FROM: CURT DUVAL Bob Schall for CHD
Metro Location Manager

SUBJECT: 97th - 122nd
Sunnyside Road, R/W Estimate

File: 303-1904

FILES: 53188, 89, 90, 93, 94,
95, 96, 97, 98, 99

The 122nd Avenue intersection revision is being submitted to Final Design on November 23, 1984.

An estimate of right-of-way and easement costs is needed. It will be submitted separately when complete.

Enclosed is a map detailing the proposed right-of-way and easements with areas for the affected files.

Also included is a list of short notes concerning each file.

CD:AT:db
Enclosures

cc: Don Adams
Bernie Straight (Clackamas County)

1-125-1307

CHANGES IN R/W & EASEMENTS
NW QUADRANT OF INTERSECTION

FILE 53188 - MAKE SLOPE EASEMENT CORRESPOND TO POWER LINE FACILITIES EASEMENT.
- WILL NEED TO ADJUST DW BEYOND R/W

FILE 53189 - MAKE SLOPE EASEMENT CORRESPOND TO POWER LINE FACILITIES EASEMENT.
- WILL NEED TO MAKE SIGNIFICANT ADJUSTMENTS TO THE TWO D.W.S AND THE CIRCULAR DRIVE CONNECTING THEM BEYOND R/W.

* **FILE 53190** - (WEST SIDE OF 122ND) INCREASE R/W TAKING AS SHOWN ON MAP. REDUCE SLOPE EASE ALONG SUNNYSIDE AS SHOWN AND ADD A SLOPE EASE ALONG 122ND AS SHOWN.
- DWs @ "122ND" 5+19± AND 5+98 WILL NEED TO BE ADJUSTED BEYOND R/W. DW @ 6+50 WILL BE CLOSED.

NE QUADRANT OF INTERSECTION

* **FILE 53190** - (SUNNYSIDE COMMUNITY CHURCH) A SMALL R/W TAKING AT THE SW CORNER OF THE LOT IS NEEDED FOR THE SIGNAL POLE. THIS WILL IMPACT THE TWO PARKING SPACES IN THE CORNER BUT I THINK THEY WILL STILL BE USABLE. THE SLOPE EASEMENT ALONG 122ND WILL BE REDUCED AS SHOWN. THE SLOPE EASEMENT ALONG SUNNYSIDE WILL BE CANCELLED.
- THE DW @ "122ND" 6+02 WILL NEED TO BE ADJUSTED BEYOND R/W.
- THE DW @ 581+76 CAN BE KEPT OPEN WITH THIS DESIGN AND WILL NEED TO BE ADJUSTED BEYOND THE R/W.

FILE 53195 - CANCEL SLOPE EASEMENT
- WILL NEED TO ADJUST DW BEYOND R/W

FILE 53196 - REDUCE SLOPE EASEMENT TO 40' LT. AS SHOWN.
-WILL NEED TO ADJUST DW BEYOND R/W

FILE 53197 - CANCEL THIS FILE.

SW QUADRANT

FILE 53193 - SLOPE EASEMENT WEST OF 575+50 IS REDUCED TO CORRESPOND TO POWER LINE FACILITIES EASEMENT. INCREASED R/W AND SLOPE EASEMENT ARE NEEDED EAST OF 575+50 AS SHOWN. ALSO A R/W TAKING AND A SLOPE EASEMENT ARE NEEDED ALONG 122ND AVE. AS SHOWN.

FILE 53194 - INCREASED R/W AND SLOPE EASEMENTS ARE NEEDED AS SHOWN. THE HOUSE WILL NEED TO BE REMOVED AND NO DRIVEWAYS CAN BE PROVIDED FOR THE REMAINING PARCEL.

SE QUADRANT

FILE 53198 - AN ADDITIONAL R/W TAKING AT THE NW CORNER OF THE LOT IS NEEDED AS SHOWN. A SLOPE EASEMENT ALONG 122ND IS NEEDED AS SHOWN. NO CHANGE IN R/W OR EASEMENTS ALONG SUNNYSIDE EAST OF 581+30. THE DW @ 9+70 WILL HAVE TO BE CLOSED AND EXTENSIVE REVISION OF THE DW @ 9+12 AND ON AROUND TO THE GARAGE WILL BE NECCESARY TO GIVE ACCESS TO THIS FILE.

FILE 53199 - UNCHANGED.

[illegible] [illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IX-9718(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80148

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/19/84

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SE 97th Avenue - SE 122nd Avenue

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 11/13/84 I approve the revised Preliminary Engineering costs to a TEC of $243,400; Federal Funds $207,576.

(Increase TEC $63,300; Federal Funds $53,805)

RECEIVED
STATE HWY ENGR
NOV 23 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/23

14. DATE 11/21/84

15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

November 21, 1984

In Reply Refer To
File No.:
303-1904

Bernie Straight
Traffic Engineer
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Subject: 97th - 122nd
Sunnyside Road
122nd Avenue Revision

The 122nd Avenue intersection revision is being submitted to Final Design on November 23, 1984. Enclosed are copies of all items being submitted.

If you will locate signal poles and signing on the extra copy of the 1"=20' signal vicinity map and return it to us, it will be submitted to Salem for incorporation into the design.

Bob Schalk for CHD

CURTIS H. DUVAL
Metro-Region Location Manager

CD:AT:db
Enclosures

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2
303-1901

Date: November 13, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
Wayne F. Cobine

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 80148
Project No. IX-M-9718(1)
SE 97th Ave.-S.E. 122nd Ave.
County Road
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated November 1, 1984.

Approval of this request will involve an increase of $63,300.00 in total cost and obligation of $53,805.00 in Federal funds (Appn Code 580) with revised financing as follows:

		TEC	FF	%
Previous	(W36)	$ 85,800.00	$ 73,316.00	85.0
Previous	(772)	25,700.00	21,845.00	
Previous	(580)	68,600.00	58,310.00	
Increase	(580)	63,300.00	53,805.00	
Total		$ 243,400.00	$ 207,276.00	

RHZ:bkb
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Karen Bunk (Metro)
Wayne Schulte (Metro)
Gary Zehner
Shirley Williams

Kit - File

RECEIVED
NOV 13 1984
LOCATION
SECTION

NOTED
F. E. TERPIN

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - LOCATION UNIT

PRO 6

TO: Wayne F. Cobine
Project Unit Engineer

DATE: November 1, 1984

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED
FRANK E. TERPIN

SUBJECT: S.E. 97th-S.E. 122nd Avenue
S.E. Sunnyside Road
Clackamas County
303-1904
IX-M-9718(1)

The preliminary engineering costs to develop the subject project may exceed the present authorization. To assist you in requesting supplemental funding, we offer the following comments:

Additional funds are required by functions 901 (Project Manager), 903 (Local Government), 905 (Final Design), 906 (Bridge Design), 909 (R/W Descriptions), 913 (R/W Liaison), 921 (Specifications), 932 (R/W Utility Engineer) and 936 (Region Traffic) because alternates have been developed after the project was through final design. These alternates were developed because of requests from the local governments and because of citizen complaints and R/W acquisition problems. Also funds are required by 950 (Training) because if was omitted originally.

The preliminary engineering costs are $243,400.

Attached is an itemization by P.E. function.

FET:PDS:ge
Attachment

cc Ted Spence w/att
Kit Leshk w/att

81-125-1387

IX-M-9718(1)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
901	Project Manager	$ 70 000	$ 98 000
902	Citizens Involvement	200	200
903	Local Government	3 000	5 000
904	Consultant's Fees		
905	Final Design	31 500	50 000
906	Bridge Design	2 000	4 000
907	Preliminary Design	500	500
909	R/W Descriptions	20 000	25 000
910	Region Geology	3 500	3 500
911	Traffic Section	7 000	7 000
912	Landscape Department		
913	R/W - Liaison	11 000	15 000
914	Region Utility Liaison	2 500	2 500
915	Audit Services	500	500
916	Photogrammetry	100	100
918	Location	500	500
920	Program Management	500	500
921	Specifications	3 500	5 500
922	Adm Services (Engineering)	100	200
923	Environmental Section	22 000	22 000
924	DOT Planning		
925	Air Monitor		
926	Structural Foundations		
927	Bridge Design for Counties		
932	R/W Utility Engineer	300	400
933	Surfacing Engineer	300	300
934	Chief Geologist		
935	Soils Engineer		
936	Region Traffic	100	700
937	Hydraulics	1 000	1 000
938	Region Environmental		
949	Urban Studies Unit		
950	Training Courses		
955	Employe Relocation Assist.		1 000
960	Personal Leave		
961	Administrative Leave		
980	Public Hearing Charges		
985	EEO Monitoring Expense		
		$ 180 100	$ 243 400

SECTION: S.E. 97th - S.E. 122nd Ave

HIGHWAY: S.E. Sunnyside Road

COUNTY: Clackamas

PREFIX: 303-1904

10-30-84

STATE OF OREGON

INTEROFFICE MEMO

TO: KEN ROLFE
Right-of-Way Supervisor

DATE: October 22, 1984

FROM: CURT DUVAL
Location Manager

Curtis H. Duval

SUBJECT: Files 53175, 74, 73, 72, 71,
69, 84, 70
97th - 122nd Avenue
Sunnyside Road
Clackamas County

File: 303-1904

Enclosed is a copy of a letter of transmittal to Don Adams, Final Design Engineer, recommending urban sections be built at several locations on the project as detailed in the enclosed Urban Section Study. This will allow slope easements to be changed as follows:

On Files 53175, 53174, 53173, 53172 and 53169, the slope easement should be changed to correspond to the proposed power line facilities easement.

On File 53171, the slope easement should be cancelled.

Also, please note the Agreements between the County and the developers of Files 53184 and 53170.

CD:AT:db
Enclosures

cc: D. Adams
B. Straight

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Milwaukie, Oregon 97222

DATE August 8, 1984

TO
CURT DUVALL
Location Manager
METRO REGION
Milwaukie

FROM
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT
Files 53172,73,74 & 75
97th-122nd (Unit 2)
Sunnyside Road
Clackamas County
FAP IX-9718(5)

Attached is a letter from Marvin McEldowney and Kayda Clark regarding the feasibility of installing a curb section.

Please review this and advise if it is economically feasible to run a curb section through this area.

KR:kf

attachments

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon

DATE August 8, 1984

TO KENNETH L. ROLFE
Region R/W Supervisor
Region I - Milwaukie

FROM MARVIN G. McELDOWNEY
Region Appraiser
Region I - Milwaukie

SUBJECT Files 53175 - Lents Church
53174 - Pegnone
53173 - O'Donnell
53172 - Galligan
97th-122nd (Unit 2)
Sunnyside Rd.
Clackamas County
FAP# IX-9718(5)

This letter is to renew questions which Kevin Rubright was working on before he left State employment. It also brings up several new items.

First, the County requires any new development along the project to install curbs or put money in escrow for curbs. In the case of the Lents Church, which was recently completed, a curb and a storm sewer was installed. The present highway plans do not call for replacement of these items. This may be an oversight because of the recent development.

In any case, it seems the curb should be reinstalled. If this was done and the curb was extended 60 feet, it would solve the problem on file 53174. (See attached letter from Kayda Clark). The proposed ditch and slope on this file impacts the improvements and has the property owner extremely upset.

Ms. Clark shows a $2700 taking which is approximately $2200 more than if the section was curbed; however, she has not allowed for any damage and there may be damages. Also, as designed, this file may go to court. In this case, there could be $5000 to $10,000 additional cost in court work and an increase in compensation by the court.

We recently offered Mr. Kent, file 51488, $10,000 on a case which is somewhat similar. As you know, the court awarded him $35,000 plus the other court cost. The total bill would be in excess of $50,000. Based on this, in the extreme case on subject, the total cost might be as much as $20,000.

The County required the owners of file 53172 to put $800 into escrow for curbs along Sunnyside Road when they subdivided their property along S.E. 114th Court. It may be that the $800 should be used to help run curbs from Valley View Terrace to the Church, file 53175. This would call for 550 additional feet of curb section which would include 3 existing driveways.

It would appear that curbing the above section would cut the right of way acquisition by $10,000 to $20,000. Please check on this as we are holding up the appraisals on files 53174 and 53175 until someone makes a final determination on the curbs.

MGM:kc

Attachment

FORM 6-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222

DATE August 7, 1984

TO
MARVIN McELDOWNEY
Region Appraiser
OFFICE

FROM
Kayda Clark
R/W Agent
Milwaukie

Kayda

SUBJECT
File 53174-Pegnone
SE 97th-122nd Avenue (Unit II)
Sunnyside Road
Clackamas County
IX-9718(5)
203-2543-407P

The subject property is located on the north side of Sunnyside Road just east of 114th Ct.

The house is situated 29.5 feet from the road R/W. If the street is widened and the easement area is used for a drainage ditch and utilities, the flat area, before sloping to the ditch, will be 17.5 feet from the house, then a 6:12 drop to the bottom of the ditch at the R/W line. The ditch, located in the front 12 feet of this front yard, will be totally unusable to the property owner.

The property directly to the east of the subject has curbs on the north side of the street. If the curbs were extended to include the subject property, a drain ditch would not be needed in the front yard, and the property owner would have full use of the area.

The following is a comparison cost for acquiring the R/W needed for the slope, utility and drainage easement as proposed, and the cost for acquiring the needed R/W for the slope and utility easements if the curbs were extended to include the street frontage on the subject.

Adjustments:

The proposed acquisition would include the drainage ditch in the front 12 feet of the property, and would make it totally unusable to the owner. I have, therefore, adjusted that portion at 75% of value. The balance of the area needed for slope and utility easements are being adjusted at 10 to 15% of value to reflect the lesser impact.

Land value has been computed from recent vacant land sales in the area, and on file in our office.

Without curbs (as proposed)

15 s.f. fee taking @ \$2/s.f.	-	\$ 30
1000 s.f. drainage ditch, 10'x100' @ \$2 x 75% (includes the utility ease. of 450 s.f.)	-	1,500
635 s.f. slope easement @ \$2 x 10%	-	127
Total Land Value	=	\$1,657

Improvements & Landscaping:

10' tall row of arborvitaes in R/W, Loss of privacy screen	-	\$ 100
8-10' tall arborvitaes on east side @ \$50/ea.	-	400
1-Japanese red lace leaf maple	-	100
Assorted small trees, shrubs & lawn	-	155
1-20' tall maple tree	-	300
Total Improvement Value	=	\$1,055

Total Value - Land and Improvements = \$2,712

With Curbs

15 s.f. fee taking @ \$2/s.f.	-	\$ 30
450 s.f. slope & utility ease. @ \$2 x 15%	-	135
Total Land Value	=	\$ 165

Improvements & Landscaping:

Row of 10' tall arborvitaes in R/W, Loss of privacy screen -	-	\$ 100
3-10' tall arborvitaes @ \$50/ea	-	150
1-Japanese red lace leaf maple	-	100
Landscape shrubs, small trees	-	35
Total Improvement Value	=	\$ 385

Total Value - Land and Improvements = \$ 550

Recap of Acquisition:

Without curbs	$2,712
With Curbs	550

KC:kf

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Milwaukie, Oregon 97222

DATE June 7, 1984

TO CURT DUVALL
Location Mgr.
BUILDING

FROM
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File 53169-Schwertmann
SE 97th-SE 122nd Avenue (Unit II)
SE Sunnyside Road
Clackamas County
FAP IX-9718(5)

Attached is a letter from Victor Alvarado with a preliminary cost estimate of $10,200 on subject file.

As you can see from the breakdown, over $9,000 of it is for slope easement in the front yard of this residential property.

We have had several contacts with this property owner, and it obvious to us that if a wall section is justified in this area, it would certainly improve our chance of successfully acquiring R/W from this owner. Otherwise, I think we have a condemnation case on our hands.

Would you please have the cost of a wall section in front of this house determined, so that we can complete a feasibility study for substituting a wall vs. R/W taking.

KR:kf

cc J.B. Boyd

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Milwaukie, Oregon 97222

DATE June 5, 1984

TO Marvin McEldowney
Region Appraiser
O F F I C E

FROM Victor Alvarado
Victor Alvarado
Right of Way Agent
Milwaukie

SUBJECT R/W Cost Estimate

File 53169-S.J. Schwertmann
SE 97th-SE 122nd Avenue (Unit II)
SE Sunnyside Road
Clackamas County
FAP IX-9718(5)

As per your request, I have prepared a preliminary cost estimate for the proposed R/W required from the S.J. Schwertmann property for the road improvement project on SE Sunnyside Road.

The proposed R/W includes:

Parcel 1 (fee) - 350 s.f.
Parcel 2 (P.E. for slopes) - 2700 s.f.
Parcel 3 (P.E. for powerline fac.) - 630 s.f.

The R/W cost estimate is allocated as follows:

Land	-	$ 750.
Improvements	-	175.
Landscaping	-	2,250.
Damages	-	7,000.
Total:		$10,175.
Say	=	$10,200.

The total cost for R/W and improvements with retaining wall construction within the public R/W is estimated as follows:

Land: Parcel 1 (fee) - 350 s.f.
Parcel 2 (P.E. for powerline fac & foundation footings) - 630 s.f.

Total Land	=	$ 460.
Improvements: Parcel 1 and 2	=	110.
Landscaping: Parcel 1 and 2	=	1,700.
Total Estimated R/W Cost	=	$ 2,300 (Rounded)

Estimated R/W Cost (as per existing R/W Design):	$10,200.
Estimated R/W Cost w/retaining wall in public R/W:	- 2,300.
Net Difference:	$ 7,900.

ESTIMATED DAMAGES TO THE REMAINDER:

A grade change within the proposed permanent slope easement is required for lateral support of the proposed roadway. The slope modification involves a 6½-7' increase in slope (2:1) at the proposed R/W line. The proposed slope requires approximately 19' of existing property frontage, thus altering approximately 50% of the front yard area. The existing residence is located approximately 38' north of the existing R/W line.

The existing grade and landscaping at the property frontage, together, offer a certain degree of natural road screening. Utilizing this similar type of landscaping coverage would be less likely in the after situation, due to the increased slope, which would create difficulties in the maintenance of this area.

It is felt that the proposed R/W and construction will adversely impact, or damage, the residential utility of the remainder by restricting or limiting the use of a major portion of the front yard area and eliminating the natural road screening.

Therefore, based on the foregoing information, it is this appraiser's opinion that the remainder would sustain a damage of approximately 10% as a result of the proposed R/W and road design requirements.

VA:kf

SUNNYSIDE ROAD

97th Avenue to 122nd Avenue

Urban Section Study for Files 53175, 53174, 53173, 53172
53171, 53169, 53184 and 53170

Prefix: 303-1904

This is a narrative report regarding the proposed addition of several sections of curb to the Sunnyside Road project. One of these sections was the subject of an attached letter from Ken Rolfe of the Region Right-of-Way Section, to Curt Duval, Location Manager, dated August 8, 1984. This section consists of Files 53175, 53174, 53173, 53172, and 53171 on the north side of Sunnyside Road, between Stations 548+66 and 559+05. Each of these files is addressed individually below:

File 53175 extending from Station 554+36 to 559+05 on the left is the Lents Church which was recently completed and which constructed curbs do not show on our preliminary construction plans as of August 31, 1984. The County requires any new development along the project to install curbs or put money in escrow for curbs. The curbs constructed along the church property are at 19.4 feet left of centerline while the proposed gutter line would be at 24.0 feet left. Also, the vertical alignment will change in this area so the existing curb will have to be removed. The added construction cost to the project of replacing the curbs and drainage is estimated at $16,000. If the urban section is constructed, the slope easement could be moved back to correspond to the proposed power line easement. The Right-of-Way Section has been holding up its appraisal of this file until a determination on the curbs is made.

File 53174 is immediately west of the Lents Church and extends approximately from Station 553+36 to 554+36 on the left. Our Right-of-Way Section has suggested that we investigate the feasibility of an urban section on this file because of the impact that the proposed slope easement has on this property. Referring to the attached letter from Marvin McEldowney, Region Appraiser to Ken Rolfe, dated August 8, 1984, on this subject, it is stated that the Right-of-Way savings realized by changing to an urban section could be as much as $20,000. Construction of the urban section would eliminate the need for a slope easement on this file. The Right-of-Way Section has been holding up its appraisal of this file until a determination on the curbs is made.

File 53173 extends approximately from Station 551+62 to 553+36 on the left. It is immediately west of File 53174 and is bordered on the west side by 114th Court, which has recently been widened to 25.5 feet with curbs and drainage provided. These improvements do not show on the preliminary construction plans as of August 31, 1984. The estimated added construction cost of changing to an urban section in front of this file is $5,400. Constructing the curb section would allow the slope easement to be moved back to correspond to the proposed power line easement.

File 53172 extends approximately from Station 549+94 to 551+20 on the left. It is bordered on the east side by 114th Court which has been improved as discussed in the preceeding paragraph. The County requirements are for this file to put $800.00 in escrow, for curbs along Sunnyside Road. The estimated added construction cost of changing to an urban section in front of this File is $230.00. The low cost for this file occurs because drainage would not be needed. Constructing the urban section would eliminate the need for the slope easement on this file excepting that it should correspond to the proposed power line easement at the southeast corner of the lot.

File 53171 extends approximately from Station 548+66 to 549+94 on the left. It is approximately west of File 53172 and is bordered on the west side by Valley View Terrace which has existing curb on this side. The estimated added construction cost of changing to an urban section in front of this File is $600.00. The low cost for this File occurs because drainage would not be needed. The slope easement for this file is not needed with the present design and constructing the urban section would move the slope line even further back from the Right-of-Way line.

The estimated total additional construction cost for all five of these files would be $24,500. In the attached letter from Marvin McEldowney to Ken Rolfe of August 8, 1984, it is estimated that curbing these files would cut the right-of-way acquisition by $10,000 to $20,000.

Another File for which our Right-of-Way Section has expressed concern is 53169 which was the subject of a letter (copy attached) from Ken Rolfe to Curt Duval, dated June 7, 1984. This file extends approximately from Stations 545+85 to 547+12 on the north (left) side of Sunnyside Road. The presently proposed slope easement extends to within four feet of the porch and within eight feet of the house on the File. The Right-of-Way Section is concerned that a condemnation case may result if the present ditch section design is used. Cost estimates were made both for a retaining wall on the westerly 65 feet of the lot and an urban section covering the whole lot.

The added construction cost for the wall section is estimated at $18,000 and for the curb section at $5,800. The wall section would allow the slope easement west of the driveway (the westerly 65 feet) to be cancelled while the urban section would allow the slope easement to be moved back to correspond to the power line easement on the whole lot. Because of the cost, the urban section seems to be the most reasonable alternative. In the attached letter from Victor Alvarado, Right-of-Way Agent to Marvin McEldowney, savings are estimated at $7,900 for a wall section.

Two additional Files, 53184 and 53170 were the subject of the attached letter from Dennis Everson to Winston Kurth, both of Clackamas County, dated March 30, 1984. A copy of this letter was included with the preliminary plans which the County reviewed and returned to Wayne Schulte, Federal Aid Specialist. A copy of the cover letter from Winston Kurth to Wayne Schulte dated August 2, 1984, is attached. Each of these files is discussed individually below:

File 53184 is part of the sub-division of Sylvan Meadows. Clackamas County has entered into an Agreement with the developers that calls for installation of curbs at part of the project, which is from Station 564+00 to 568+20 on the left. A copy of the Agreement is attached. In summary, it states that the sub-divider will provide necessary right-of-way up to .35 acres at a fair market value not to exceed $11,500. In return, the County will include an urban section as part of the project. The sub-divider agrees to apply the fair market value of the right-of-way toward the improvements and to reimburse the County for any difference between this value and the cost of including the urban section in the project. The details of the Agreement are important and should be read. The added construction cost to the project of changing to an urban section is estimated at $8,200. The urban section would not change the slope easement needed on this File.

File 53170 extending from Station 540+00 to 548+55 on the right side is at the recently built Streamside Condominiums. Clackamas County has entered into an Agreement with the developer that calls for an urban section facing this file as part of the project. A copy of this Agreement is attached. In summary, it states that the developer will provide necessary right-of-way up to .45 acres at a fair market value not to exceed $13,500. In return, the County will include an urban section as part of the project. The developer agrees to apply the fair market value of the right-of-way toward the improvements and to reimburse the County for any difference between this value and the cost of including the urban section in the project. The details of the Agreement are important and should be read. The added construction cost to the project of changing to an urban section is estimated as $33,298. The urban section would not change the slope easement needed on this File.

ALLAN TROYER/O.D.O.T.

October 10, 1984

10,157

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION SE 97th – SE 122nd
S.E. SUNNYSIDE ROAD (FAU 9718)

REGION Metro-Region

SURVEY AUTHORITY	AUTHORIZATION NO. 5	PREFIX 303-1904	DATE 8/5/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 98,000	915 AUDITS	$	$ 500	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT		200	916 PHOTO-GRAMMETRY		100	934 GEOLOGY		
903 LOCAL GOVERNMENT		5,000	918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		700
905 FINAL DESIGN		50,000	920 PROGRAM MANAGEMENT		500	937 HYDRAULICS		1,000
906 BRIDGE DESIGN		4,000	921 SPECIFICA-TIONS		5,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		500	922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		25,000	923 ENVIRONMENTAL SECTION		22,000	950 TRAINING		1,000
910 REGION GEOLOGIST		3,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		7,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		15,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		2,500	932 RAILROAD & UTILITIES		400			

TOTALS	$	$ 243,400
PREVIOUS AUTHORIZATION		$ 180,100
ADD. AUTH. REQUIRED		$ 63,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-M-9718(1)

LOCATION ENGINEER'S REMARKS

Approximately $90,000 for Function 901 has been spent as of August 3, 1984. The intersection of Sunnyside Road with S.E. 122nd Avenue is being re-designed to include left-turn lanes on each Leq of 122nd Avenue and a right-turn lane on eastbound Sunnyside Road at the request of Clackamas County. Staking of right-of-way lines for property acquisition is also being done.

Anticipate additional $8,000 required for Function 901 for remaining office and field work.

PROGRAM SECTION
MANAGER ...... RESOURCE UNIT ......
FA UNIT ...... PROGRAM UNIT ......
DEC 06 1984
REFER TO..........
R/D ...... ACT ...... REPLY ......
DISC ...... INFO ...... FILE ......

UP-DATE

PREPARED BY	DATE 8-4-84	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

10,157

OREGON STATE HIGHWAY DEPARTMENT

TO: ~~WAYNE SCHUL~~TE

SUBJECT: GRADING & PAVING: S.E. 97TH AVENUE TO S.E. 122ND AVE., UNIT 2

FROM: CURT DUVAL

DATE: 7/26/84

NO COMMENTS FROM: C. Duval, R. Failmezger, J. Kaiser or J. McClure.

FOLLOWING COMMENTS:

E.J. Dunn: On Sheet 2A, typicals at Station 5+00 to 7+26 (122nd Avenue), the 12' left lane next to the curb line should have some shy distance.

T. Schwab: On Sheet 2D-2, the typicals section should show 11' and 18' instead of 12' and 9'. Also, add sign where shown.

On Sheet 2D-B, the typical section showing 18' for two-way traffic seems a little tight. Also, the signing on Stage III should be changed.

cc: Don Adams

Curtis H. Duval
Kathleen M. Howell
(SIGNATURE)

PLEASE REPLY HERE

Cobina:
Comments from Metro Region Staff. Comments not yet rec'd from Clackamas County.

7-30-8P
CC: w/Plans to Fin. Design.
E

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUN 27 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Zehner
FOR Notify Design

CC: ______
Wayne Schulte
(SIGNATURE)
7/26/84
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

10,157

April 10, 1984

Mr. Winston W. Kurth
Assistant Director
Department of Environmental Services
Public Works Department
902 Abernathy Road
Oregon City, OR 97045

Dear Winston:

We have submitted a program to FHWA for approval of the balance of R/W to be acquired on the Sunnyside Road project between SE 105th Avenue and SE 122nd Avenue.

We anticipate the financial sharing of the R/W costs will be:

Total Estimated R/W Cost	$470,000
Less Federal Funds (FAU Replacement)	(399,500)
Less State Share (9%)	(42,300)
County Share	$ 28,200

Please increase your deposit in the Local Government Investment Pool by $28,200.

Very truly yours,

Gary A. Potter, Manager
Program Section

5-4-84
Rec'd
LGIP
G

GEZ:lks

bc w/AD #84-26: Wayne Schulte, Metro Region
Ken Rolfe, Metro R/W
V.E. Skoog-Please return completed AD #84-26 when deposit is made.

G

10115=

OCN 21-8
Clack. Co.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80148

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/2/84

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SE 97th Avenue - SE 122nd Avenue Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 3/27/84 you are authorized to proceed with the actual acquisition of file numbers 53032, 53156 through 53199 and 53266 through 53270 as shown on R/W map 9B-18-14 at a TEC of $470,000 - Federal Funds $399,500 appropriation code 177.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
Potter
FOR

Orig. to
4/11

14. DATE 4/2/84

15. SIGNATURE OF APPROVING OFFICIAL John D Wickm

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: March 27, 1984

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9718(5)
S.E. 97th Ave.-S.E. 122nd Ave. Section
Sunnyside Road
Clackamas County

I request approval of a program change on the subject project to increase the estimated total cost and federal funds to reflect the estimated cost of the right of way for the balance of the project from 105th Ave. to 122nd Ave. The estimated total cost for the remaining right of way is $470,000 and does not involve relocation assistance.

I further request the following:

1) Authorization to proceed with the actual acquisition of the remaining right of way at an estimated total cost of $470,000 with an obligation of $399,500 in federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way map no. 9B-18-14.

2) Approval to utilize appn code 177 federal funds for this remaining right of way which will involve the following revisions in financing on the project:

	Appn Code	Total Cost	Federal Funds
SE 97th - SE 105th	772	$175,000	$148,750
SE 105th - SE 122nd	177	$470,000	$399,500
		$645,000	$548,250

Since no relocation is involved on the project assurances regarding the availability of replacement housing is not required.

CL:ss

cc: J. B. Boyd
Don Aman
Gary Zehner
Karen Bunk
General Files

Form 734-3122

PM File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 16, 1984

FEDERAL AID PROJECT NO. IX-9718(5)

S.E. 97TH AVE.-S.E. 122ND AVE. SECTION
SUNNYSIDE ROAD IN CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
RIGHT OF WAY (Sta. 508+00 to Sta. 580+00)

Right of Way	All Required	$520,000.00
	SUBTOTAL	$520,000.00
	Acquisition Expense	125,000.00
	TOTAL	$645,000.00

Length of Project ------------ 1.363 miles

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Right of Way	(772)	$175,000	$148,750	$15,750	$10,500.00
Right of Way	(177)	470,000	~~399,950~~ 399,500	42,300	28,200.00
TOTAL		$645,000	~~$548,700~~ 548,250	$58,050	$38,700.00

Group 1: 100%
Prefix: 203-2536
Prefix: 203-2543

RHZ:pf

②

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1		Project Number IX - 9718(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 175,000.00	$ 645,000.00
Federal funds	$ 148,750.00 (772)	148,750.00 (772) $ 399,950.00 (177)
Other revisions		

This modification is made for the following reasons: To include approved funds for increase in ROW costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

Oregon State Highway Divison
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________

By ____________________
(Division Administrator)

Manager, Program Section
(Title)

For: Dale E. Wilken

By For. H.S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: March 22, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: S.E. 97th-S.E. 122nd
(Unit 2) Section
Sunnyside Road
Clackamas County

We have received 50 revised files on the above FAI-X project that is scheduled for a F2Qtr.85 letting. The acquisition of the revised right-of-way is estimated at $470,000.00 and does not rquire a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers Files 53032, 53156 through 53199 and 53266 through 53270 as shown on map 9B-18-14.

DA:jh
attach.

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________________
FOR ________________________________

81-125-1387

303-1904

STATE OF OREGON

INTEROFFICE MEMO

To:
J. H. Versteeg
Road Design Engineer

Gary Potter, Manager
Program Section

J. B. Boyd, Manager
Right-of-Way Section

DATE: February 14, 1984

From:
J. D. McClure McClure
Project Development Engineer

Subject:
S.E. 97th Ave. - S.E. 122nd Ave. (Unit 2)
Sunnyside Road

In reference to the subject project, attached is a letter from Winston Kurth of Clackamas County, expressing his concern on the progress of their project. We are all aware this project went through an extensive revision process for various reasons.

In discussing the project today with Hank Wakerlig, he advised their phase of work would be completed by the end of next week, which should allow program management to obligate right-of-way funds in March. ✓ This would allow a couple of weeks for developing the programming estimates and processing the request through FHWA. ✓

As Winston indicates, the County has committed that the project would be under funding obligation for construction by October 1984. I have advised Winston that I felt an October date was overly optimistic, but we would give it our best shot.

I would appreciate your staff supporting the County's project through the various processing stages.

po

cc: Winston Kurth - Clackamas County
E. L. Hardt
Hank Wakerlig
Ken Rolfe
Don Aman
Curt Duval

Attachment

PROGRAM SECTION
MANAGER GP PROJECT UNIT Cd
[illegible] 16 1984
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO EA - Joe
FOR Do what you can to expedite FHWA R/W approval.
Wayne

81-125-1387

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

January 19, 1984

Jim McClure
Project Development Engineer
Department of Transportation
9002 S. E. McLoughlin
Milwaukie, OR 97222

Reference is made to the Sunnyside Road Improvement project, 105th Avenue to 122nd Avenue, that is in the preliminary engineering phase.

You are aware of the need for moving a number of projects to the funding obligation stage for construction to meet the Regional goal. Sunnyside is one of those projects.

We are concerned that the Sunnyside project is not moving along to meet that goal.

When we committed that the project would be under obligation for construction by October, 1984 , we were assured that with some effort it would be accomplished.

Therefore, we wish to make our concerns known and strongly urge that the project be reviewed and see what can be done to move it forward.

Winston W. Kurth

WINSTON W. KURTH - Deputy Director
Department of Environmental Services

BLS/hb

cc: Bernard Straight

OM MRE OE PPM CE
TOS ME
US JAN 23 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

3/8

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

10115-2

ODN 21-

0.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80148

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/28/83	FAU 9718	County Road

10. GENERAL LOCATION:

SE 97th Avenue - SE 122nd Avenue Unit 1 Section

11. GENERAL DESCRIPTION OF WORK

Install loop vehicle detectors; relocate and modify vehicle signals; and furnish and instatll new interior illuminated signs on Sunnyside Road at I-205

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ XX CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/28/83 as requested in Mr. Fredrickson's letter of 3/9/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $10,000 Federal Funds $8,500.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
3/29

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/15/84	Robert B Hathaway	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,157

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: March 22, 1984

Donald Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: S.E. 97th-S.E. 122nd
(Unit 2) Section
Sunnyside Road
Clackamas County

We have received 50 revised files on the above FAI-X project that is scheduled for a F2Qtr.85 letting. The acquisition of the revised right-of-way is estimated at $470,000.00 and does not rquire a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers Files 53032, 53156 through 53199 and 53266 through 53270 as shown on map 9B-18-14.

DA:jh
attach.

Ix-9718(5)		TC	FF	app code
97th - 105th	=	$175,000	$148,750	772
105th - 122nd	=	470,000	399,500	?177
		$645,000	$548,250	

For unit 2 do we still want only appraisals authorized at this time for $100,000 or do they wish to go for the full amount since 50% of the funds have been apportioned. Do they wish us to use the new money for the balance of the project?

Cliff

3-26-84
Ted S. says go in Full
w/new funds. (84)
G

10,157

ROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐

Final ☒

Project Name SE 97th Ave.-SE 122nd Ave. (Unit 1)				**Contract No.** 9573
Highway FAU 9718 Sunnyside Rd.			**County** Clackamas	**Prefix No.** 303-1049
Contract Time Elapsed 104 %	**Contract Work Completed** 100 %	**Contract Work Quality** Good	**Contract Work Progress** Good	**F.A. Project No.** IX-9718(6)
Inspection date November 1, 1983		**By** Marion Craft		
In company with Gary Kennen, Wayne Schulte, Tom Lowe, Bernie Straight, Ken Nelson				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This project provided for reconstruction of Sunnyside Road to a 4 lane section with a median lane, curbs, sidewalks, signal improvements, and drainage. The project is expected to slightly overrun the contract amount, the engineering, and the time.

A few weeks ago, Clackamas County requested we make provision for a double left turn lane on Sunnyside Road, for eastbound traffic to go onto I-205 northbound. This will require some lane remodeling, signal head movement, loop installation, and restriping. The price for doing the work is being negotiated at this time, and should be done sometime this month.

During the inspection, a few minor pick-up or clean-up items were noticed, and will be taken care of by the contractor. All contract work has been done, and the project looks and rides very well. As soon as the pick-up items are done and the added lane revision work done, another brief inspection will be made.

2-13-84 - All cleanup and pickup items have been taken care of. The double left turn lane addition will be done by state forces. All contract work should be considered complete and acceptable.

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
FEB 1 5 1984
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ~~F.A.~~ LOC. PROG.
FOR ZEHNER

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

Oct. 20, 1983	Date opened to traffic or in operation
Oct. 20, 1983	Date of Second Notification
Oct. 24, 1983	Date Contractor's notice for semi-final inspection received
Dec. 1983	Date Contractor removed equipment, plant, etc.
End of Nov.	Estimated submittal date of semi-final estimate
Oct. 20, 1983	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
~~Project Engineer (If Applicable)~~

Signed Marion Craft

Title Region Construction Engineer

Form 734-1384 (Rev. 9/78)

SP*70731-734

10,157

STATE OF OREGON

INTEROFFICE MEMO

TO: FRANK TERPIN
Location Engineer

DATE: October 25, 1983

FROM: CURT DUVAL Bob Schach for CHD
Metro Region Location Manager

SUBJECT: S.E. 97th Ave.-S.E. 122nd Ave.;
Unit 2, Sunnyside Road; FAU 9718

To Final Design 11-2-83

Enclosed please find one copy each of the following revised design data, from 'L' Station 533+49.28 to 544+32.16 for the subject project:

Item 1 - Revised Horizontal Alignment – To Wakerlig
Item 2 - Revised Vertical Alignment
Item 3 - a. Superelevation Chart and b. Drainage, Ditch Flow Diagram
Item 4 - Drawing No. 9B-18-14 showing revised horizontal alignment and right-of-way limits. – To Wakerlig
Item 5 - Revised Cross-sections incorporating Items 1,2,3 & 4.

The horizontal alignment is shifted to the right from 'L' Station 533+49.28 to 544+32.16 by revising this curve to a 2° C with 2-400-foot spirals from a 5° C with 2-200-foot spirals, thus reducing the quantity of cut on the left-side (Item 1). The revised curve data was received by this office from Leo Goldsby of E. J. Dunn's office 9-25-83.

Using the right-of-way limits of 40-foot Rt. @ 'L' 540+00 Rt., a slope of 1½:1, at this section only, and the revised superelevation chart (Item 3a), the new profile grade at this section, (19-feet right) was established at $319^{\underline{6}}$. Using this point as a control, the profile grade was modified (Item 2). Cross-sections were then revised using this new profile (Item 5).

Surface runoff is drained away with type 'C' curb in front of the P.S.+ C.M.Laban property, R82-17813; drain pipes under driveways and drainage ditches. Elevations are indicated on the revised cross-section roll and direction of flow is shown on the drainage, ditch flow diagram (Item 3b).

At 'L' Station 540+00 Lt. the cut slope encroaches on the right-of-way. By acquiring the area shown in red on Drawing No. 9B-18-14 (Item 4), the cut slope will fall within the right-of-way. Ken Rolfe has been made aware of this with a memo and copy of Item 4, 10-25-83. No estimate was made of any construction cost changes resulting from this realignment.

RECEIVED
OCT 28 1983
LOCATION
SECTION

81-125-1387

S.E. 97th Ave. - S.E. 122nd Ave. (cont'd)
Unit 2

1 - Book Transit Notes (1980)
1 - Book Transit, Level & Cross-Section Notes (1983)
1 - Envelope Drainage, Line & Grades & Misc. Data
2 - Rolls Cross-Sections ℄ Line & 122nd Line
2 - Rolls Typical Sections & Profiles
1 - Roll Detail Map
1 - Roll Drainage Area Map
1 - Roll Prop[illegible]

pa

Enclosures

cc Bob Schalk
E. J. Dunn

STATE OF OREGON　　　　　　　　INTEROFFICE MEMO

HIGHWAY DIVISION - LOCATION UNIT　　　　　　　　PRO 6

TO: D. E. Swan
Program Control Engineer

DATE: October 6, 1983

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: SE 97th Avenue-SE 122nd Avenue
SE Sunnyside Rod
Clackamas County
IX-M-9718(1)

The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting supplemental federal funding, we offer the following justification:

The previous survey authority was written to fund P.S.&E. for Unit 1 Section (SE 97th-SE 105th). This survey authority will complete the P.S.&E. for Unit 2 (SE 105th-SE 122nd).

Preliminary engineering costs are $180,100.

Attached is an itemization by Preliminary Engineering function.

FET:RTM:ge
Attachment

cc Curt Duval w/att
Don Berg w/att

Contains Recycled Materials

AUTHORITY FOR SURVEY # 4
PREFIX # 303-1904

Section SE 97 – SE 122

Highway SE Sunnyside Rd
County Clackamas

Column A - Total Funds Needed to Complete Project
Column B - Total Funds Needed for Present Phase of Work

		SPENT THRU 11-15-82	SA# 3	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT A	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT B	AMOUNT NEEDED FOR A COMPLETED PROJECT A	AMOUNT NEEDED FOR A COMPLETED PROJECT B
Project Manager	901	50,656	50,000				52,000
Citizens Involvement	902	49	200				50
Local Government	903	2143	3,000				3,000
Consultants Fees	904						
Final Design	905	13081	12,000				25000
Bridge Design	906						500
Preliminary Design	907	252	500				500
R/W Descriptions	909	9358	8000				13000
Region Geology	910	1926	1500				2500
Traffic Section	911	6234	6000				6300
Landscape Department	912						
R/W - Liaison	913	3324	3500				3400
Region Utility Liaison	914	1694	1500				2000
Audit Services	915						300
Photogrammetry	916	50	100				100
Location	918	12	100				100
Program Management	920	400	100				600
Specifications	921	3315	2400				6000
Adm. Services (Engineering)	922	34	100				100
Environmental Section	923	21,885	22,000				22,000
DOT - Planning	924						
Air Monitoring	925						
Structural Foundations	926						
Bridge Design for Counties	927						
R/W Utility Engineer	932	106					300
Surfacing Engineer	933						300
Chief Geologist	934						
Soils Engineer	935						
Region Traffic	936						
Hydraulics	937						1200
Region Environmental	938						150
Urban Studies Unit	949						
Training Courses	950						
Employee Reloc. Assistance	955						
Personal Leave	960						
Administrative Leave	961						
Public Hearing Charges	980						
EEO Monitoring Expense	985						
TOTAL		114,521	111,000				139,400 ~~138,200~~

MSD Approval = 45,700

1, [illegible] 1-31-83

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: C. DUVAL
METRO

DATE: 29 Aug. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
SE 97th - SE 122nd Ave
SUNNYSIDE ROAD
CLACKAMAS COUNTY
303-1904

RECEIVED
AUG 30 1983
LOC SEC

Function 901, PROJECT MANAGER charges for the subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through ~~7-15-83~~ 9-1-83 (date) $ ~~57,303.79~~ 59,212

Funding needed from 7-15-83 (date) to completion $

Total amount needed $ $70,000

Justification (not in generalities):

Changes were made in two areas to alleviate R/W impacts. Additional work needed to update mappage.
Curt Duval

RECEIVED
OCT 0 4 1983
LOCATION SECTION

FET:RTN:ge

81-125-1387

S.E. 97th Ave. - S.E. 122nd Ave., Unit 1, Sec. 8-24-83
FAU 9718 (Sunnyside Road)
Clackamas County

Justification for P.E. overrun (921)

1. Specifications authorization cut from $3,000 to $2,400. Should have been left at $3,000.

2. Specs. were written by new specs. writer which took a little extra time.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: DON ADAMS
FINAL DESIGN

DATE: 22 Aug. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
SE. 97th - SE 122nd AVE.
SUNNYSIDE ROAD
CLACKAMAS COUNTY
303-1904

REFERRED TO
.... Watson .... Mann RE M
.... Cole .... Stoudenmeyer ......
.... Brikeen .... King ....
...... Beard ...... Bedford ...... Leu ......
Return Discuss Do File Due ......
By FINAL DESIGN ENGINEER

Function 905 , FINAL DESIGN charges for the subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 6/15/83 (date) $ 27,504.86

Funding needed from 6/15/83 (date) to completion $ 4000 ±

Total amount needed $ 31,500 ±

Justification (not in generalities):

This project was divided in to two Units. unit 1 was worked up and contracted. The engineering (905) Funds remaining are insufficient to complete the Contract Plan development on Unit 2.

REMann
9/20/83

RECEIVED
AUG 22 1983
ROAD DESIGN SECTION

1 Versteeg ✓
__ Anderson 1
2 Adams
__ Macnab
__ Stoudenmeyer
__ Terpin
__ Trout
__ Wakerlig

Do Not File ☐
Return To ....
Bring Up ..../..../....
Action ....

FET:RTN:ge

Contains Recycled Materials

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: C. GILMOUR
ENVIR. SECTION

DATE: 22 Aug. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
SE 97th - SE 122nd AVE
SUNNYSIDE ROAD
CLACKAMAS COUNTY
303-1904

Function 923, ENVIR. SECTION charges for the subject project ☐ have substantially exceeded ☒ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 6/15/83 (date) $ 21,886.51

Funding needed from 6/15/83 (date) to completion $ ______

Total amount needed $ ______

Justification (not in generalities): Budgeted amount in our records is $22,000. This is not an unreasonable expenditure given the scale of this project and the environmental studies needed to obtain design ~~approval~~.

Cam no additional charges anticipated.

No charges. Tim

RECEIVED
ENVIRONMENTAL SECTION
AUG 22 198

RECEIVED
AUG 26 1983
LOCATION SECTION

Any additional charges or changes since 6-15-83? Pls. return by 8-26. Cam

Referred to ______ Manager Cam
Proj. Coord. ______ Res. Coord. ______
Eng. Coord. ______ Adm. Asst. ______
Sec. ______ File ______

FET:RTN:ge

FONSI - 9-9-81

81-125-1387

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: ART BRUMMITT
SPECIFICATIONS

DATE: 22 Aug. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
SE 97th - SE 122nd AVE
SUNNYSIDE ROAD
CLACKAMAS COUNTY
303-1904

Function 921, SPECIFICATIONS charges for the subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 6/15/83 (date)		$ 3,408.00
Funding needed from 6/15/83 (date) to completion		$
	Total amount needed	$

Justification (not in generalities):

RECEIVED
AUG 24 1983
LOCATION SECTION

1 Versteeg ✓
Anderson
Adams
2 Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
AUG 22 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

FET:RTN:ge

81-125-1387

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: H. WAKERLIG
ROW

DATE: 22 Aug. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
SE 97th - SE 122nd Ave.
Sunnyside Road
Clackamas County
303-1904

Function 909, R/W DESCRIPTIONS charges for the subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through	6/15/83 (date)	$ 15,348.10
Funding needed from	6/15/83 (date) to completion	$ 4652
	Total amount needed	$ 20,000.00

Justification (not in generalities):
Area is rapidly developing. Each ownership change generates a split and/or combination of files. 106th-122nd still needs to be revised to conform with downscope design approved by County.

Veteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
2 Wakerlig

RECEIVED
AUG 22 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

FET:RTN:ge

RECEIVED
AUG 29 1983
LOCATION SECTION

AUTHORITY FOR SURVEY # 4
PREFIX # 303-1904

Section SE 97- SE [illegible]

Highway SE Sunnyside Rd
County Clackamas

Column A - Total Funds Needed to Complete Project
Column B - Total Funds Needed for Present Phase of Work

		SPENT THRU	SA#	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT A	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT B	AMOUNT NEEDED FOR A COMPLETED PROJECT A	AMOUNT NEEDED FOR A COMPLETED PROJECT B
		8-15-8[illegible]	3				3.2
Project Manager	901	59,712	50,000				60000
Citizens Involvement	902	50	200				50
Local Government	903	2,970	3,000				4000
Consultants Fees	904						
Final Design	905	27,580	12,000				28,000
Bridge Design	906	51	2000				2,000
Preliminary Design	907	252	500				500
R/W Descriptions	909	15,363	8,000				16,000
Region Geology	910	2,846	1,500				3000
Traffic Section	911	6240	6000				6500
Landscape Department	912						
R/W - Liaison	913	10,113	3,500				11,000
Region Utility Liaison	914	2,047	1,500				2,500
Audit Services	915	340	—				200
Photogrammetry	916	50	100				100
Location	918	12	100				100
Program Management	920	400	100				500
Specifications	921	3,408	2,400				3,500
Adm. Services (Engineering)	922	34	100				50
Environmental Section	923	21,887	22,000				22,000
DOT - Planning	924						
Air Monitoring	925						
Structural Foundations	926						
Bridge Design for Counties	927						
R/W Utility Engineer	932	221	—				250
Surfacing Engineer	933	245	—				250
Chief Geologist	934						
Soils Engineer	935						
Region Traffic	936	68	—				100
Hydraulics	937	900	—				900
Region Environmental	938						
Urban Studies Unit	949						
Training Courses	950						
Employee Reloc. Assistance	955						
Personal Leave	960						
Administrative Leave	961						
Public Hearing Charges	980						
EEO Monitoring Expense	985						
TOTAL		154,290	~~111,000~~ 113,000				~~158,530~~ 161,700

Flagged

To Bring up to PS&E Completion

JHB [illegible] 83

111000
50,700

Bring-up

Unit 2 [illegible]
is Scheduled for F 4QTR 84
on [illegible] 12-83

Unit 1 Contracted
Mar 13 [illegible]
[illegible]

ROAD DESIGN SECTION DES

E. L. Hardt
Metro Region Engineer

J. H. Versteeg
Road Design Engineer

Final Design

May 12, 1983

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Lront
Wakerlig

RECEIVED
MAY 13 1983
ROAD DESIGN SECTION

Do Not File
Return To
Action

Recently concern was expressed that Metro projects were being redesigned in the Final Design Unit increasing project costs by a substantial amount. This created severe funding problems and upset the locals. The example named in the discussion was S.E. 97th Ave.-122nd Ave. (Unit 2) FAU 9718 (Sunnyside Road).

The project as submitted was as follows:

1. 48' wide pavement, length of project 5,350'
2. Surface depth 2" A.C., 7" black base, 6" of lime treated soil
3. Cost per stationing for surfacing $8,000
4. Right-of-way width at the toe of the surfacing 58'
5. Preliminary right-of-way estimate of cost $70,000
6. Project cost including right-of-way $1,410.000

The current project in Final Design:

1. 48' wide paved surface, length of project 5,350'
2. Surface depth 4" of A.C., 15" base rock
3. Cost per stationing for surfacing $6,000
4. Right-of-way width at the toe of surfacing 62'
5. Current right-of-way cost estimate is $700,000
6. Project cost including right-of-way $1,600,000

Two things were changed in Final Design: the surfacing depth and the total width of surfacing. The surfacing design changed the base from 7" of asphalt treated base and 6" of lime soil treated to 15" of base rock to simplify stage construction. This in turn required an additional 2' wide strip of right-of-way on each side.

The right-of-way cost estimate has gone from $70,000 to $700,000. This $630,000 increase is due almost entirely to a realistic appraisal of the value of the property to be acquired. The changes made in Final Design have not increased the cost of the project any significant amount.

I am sure we do change projects in Final Design from time to time that could create problems. Based on my review, this did not happen on the Sunnyside Road project. Your suggestion that we meet and discuss the problem is still a good idea. Please give me a call and we will come up to Milwaukie for a visit with you and your staff.

JHV:rw

cc: E. S. Hunter
D. R. Adams
W. E. Schwartz

Final Design Proposal

Asphaltic Concrete	109.14 Ton	@ $\$16^{\underline{50}}$	=	\$1800.81
Asphalt in Mix	7.094 Ton	@ $\$170^{\underline{00}}$	=	\$1,206.00
Asphalt in Tack	0.05367 Ton	@ $250^{\underline{00}}$	=	\$13.42
Aggregate Base	412.81 Ton	@ $7^{\underline{00}}$	=	\$2889.70
				\$5909.93

\$5,910 Per Station

Field Design Proposal

Asphaltic Concrete	61.63 Ton	@ $16.50	= $1016.93
Asphalt in Mix	4.006 Ton	@ $170.00	= $681.02
Plant Mix Bituminous Base	166.278 Ton	@ 25 $40.00	= 4178 HW $6651.12
Asphalt in Tack	0.05369 Ton	@ $250.00	= $13.42
Lime Treated Subgrade	544.44 SqYds	@ $2.00	= $1088.89
Lime in Treated Base	6.125 Ton	@ $80.00	= $490.00
Aggregate Base	33.33 Ton	@ $7.00	= $233.33
			$10,174.71
			2573
			7.601

8.6386

$ 8.000 HW
~~10,175~~ Per Station

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: May 9, 1983

FROM: Frank Roberts

SUBJECT: S.E. 97th Ave. - S.E. 122nd Ave Unit 2
FAU 9718 (Sunnyside Rd.)
Clackamas County

The basic reference to the following is the increase in right-of-way cost.

The original right-of-way cost estimate was $70,000.00, plus some drainage easements. I am now informed the cost is $700,000.00 upwards.

The increase in the area of taking is explained here. The original surfacing thickness was 9" and used a 4',5:1 rock slope.

The current surfacing thickness is 19" using a 6', 3.5:1 rock slope. This resulted in the cut and fill slopes to be 4' wider than the field location. The current roadway profile follows the original location with only a few inches in deviation. There is no other design change that affects increase in right-of-way areas.

In regard to the total cost of the project the following applies.

Location Cost Estimate

Roadway	$ 1,340,000.00
R/W	70,000.00
Total	$ 1,410,000.00

Current Design Cost Estimate

Roadway	$ 900,000.00
R/W	700,000.00
Total	$ 1,600,00.00

FR:mg

Frank Roberts

81-123-1307

10,157

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: February 16, 1983

David W. Bryson

FROM: David W. Bryson, P.E.
Hydraulics Engineer

SUBJECT: Mt. Scott Creek
S.E. 97th-S.E. 122nd Avenue
Sunnyside Road
Clackamas County

The proposed project will require that the existing 10' x 8' RCBC be lengthened approximatley 25 feet at both the inlet and outlet.

HYDROLOGY

Mt. Scott Creek is an east-west tributary of Kellogg Creek and drains an area of approximately 2.6 square miles above the structure site. Since no stream gage data is available for Mt. Scott Creek, the recurrence interval vs. peak discharge relationship listed below was determined using the rational method. The discharges were computed using a 0.4 runoff coefficient and 74 minute time of concentration.

Recurrence Interval	Peak Discharge
100-year	525 cfs
50-year	475 cfs
25-year	430 cfs
10-year	375 cfs
5-year	270 cfs

HYDRAULIC DESIGN

The proposed box was analyzed for both the 25-year and 100-year floods. The headwater elevation was computed to be elevation 266.2 and 267.1 feet (MSL) during the 25-year and 100-year floods, respectively. The above headwater elevations were computed with the inlet at elevation 260.0 feet.

Since the proposed box will have fish baffles, it will have less effective area and will create about 0.5 feet more backwater than the existing box. The additional backwater will not create any problems since Mt. Scott Creek is flowing through a 40±-foot deep gully upstream of Sunnyside Road.

81-125-1367

MH

Contains Recycled Materials

FISH PASSAGE

On Friday, February 11, I met with Burt Carnegie and Jay Massey (representing the Oregon Department of Fish and Wildlife) to determine what design features, if any, would be required to facilitate fish passage through the box culvert.

Since Mt. Scott Creek supports steelhead and coho, they requested that fish baffles be placed in the box and that a fish resting pool be constructed at the outlet of the box. The baffles would be required in only half of the barrel width. A 10-inch high sill would be required at the inlet of the unbaffled portion of the barrel to divert the water to the baffled portion of the barrel during low flows. It is suggested that this sill be placed at the beginning of the inlet apron in order to maintain as much of the existing inlet opening as possible (inlet control). The attached drawing should clarify the general details of the design.

RIPRAP

No riprap protection will be required.

DWB:ja

Attachment

cc	Frank Terpin	w/attach.
	Walt Hart	"
	Jack Davis	"
	Don Harwell	"
	Ed Hardt	"
	Herb Schell, FHWA	"
	Don Adams	"

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☒
FEB 17 1983
REFERRED TO____________________
FOR ____________________
FILE: PM FA LG.

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge	cfs m³/s	430	525		
Frequency — yrs.		25	100		
H.W. Elevation Natural Channel	ft. m.	—	—		
H.W. Elevation Channel Change	ft. m.	—	—		
Average Velocity	fps mps	8.3±	10.1±		
Headwater Elevation	ft. m.	266.2	267.1		
Tailwater Elevation	ft. m.	—	—		

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Box operates under inlet control

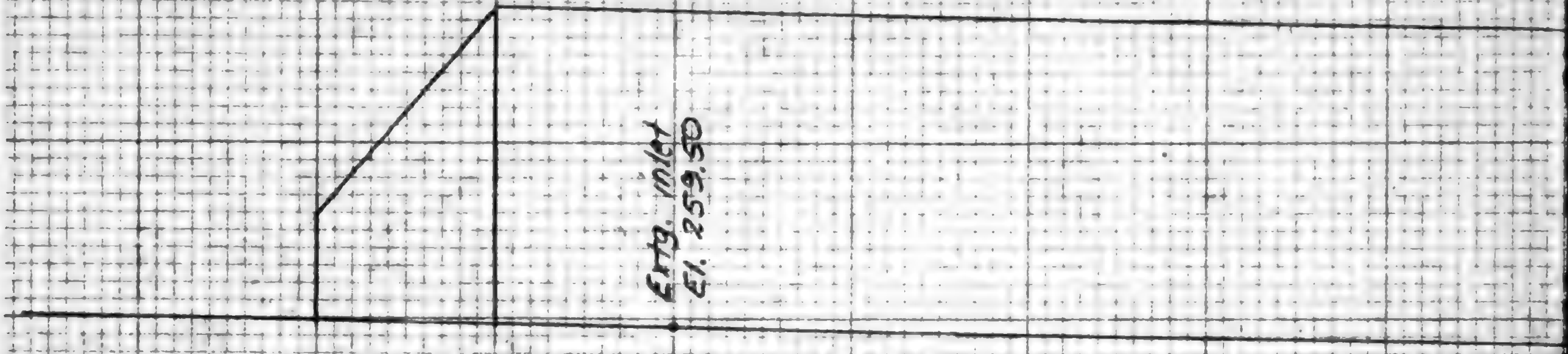
OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Mt. Scott Creek
SE 97th-SE 122nd Avenue
Sunnyside Road, FAU 9718
Clackamas County

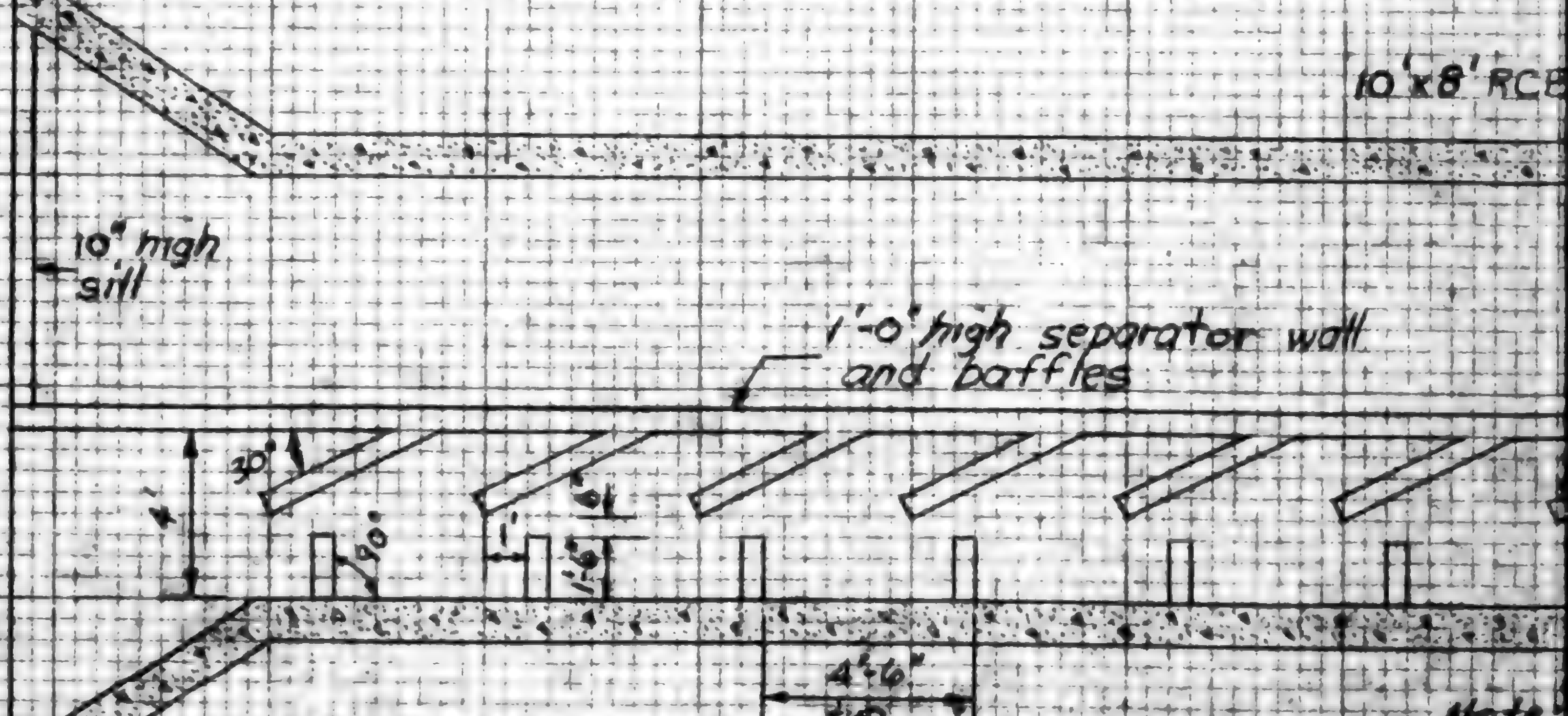
COMPILED BY: Dave Bryson

DATE: February 16, 1983

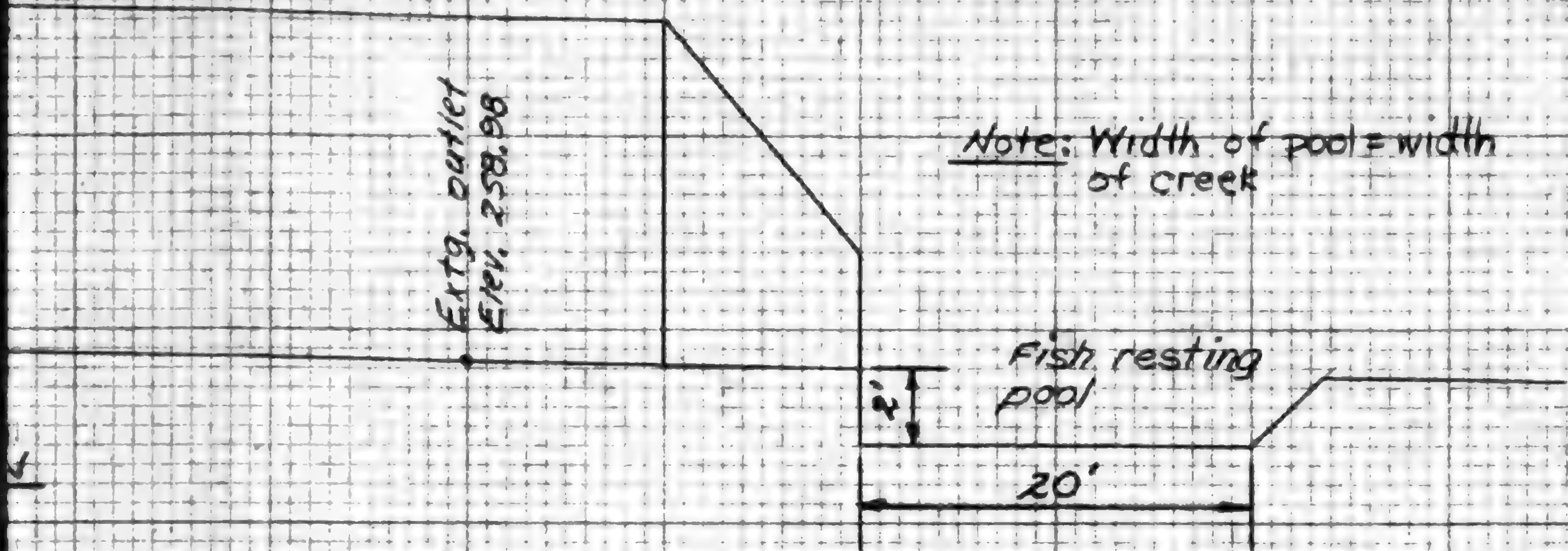
Mt. Scott Creek
Sunnyside Road
Clackamas County


Extg. inlet
El. 259.50

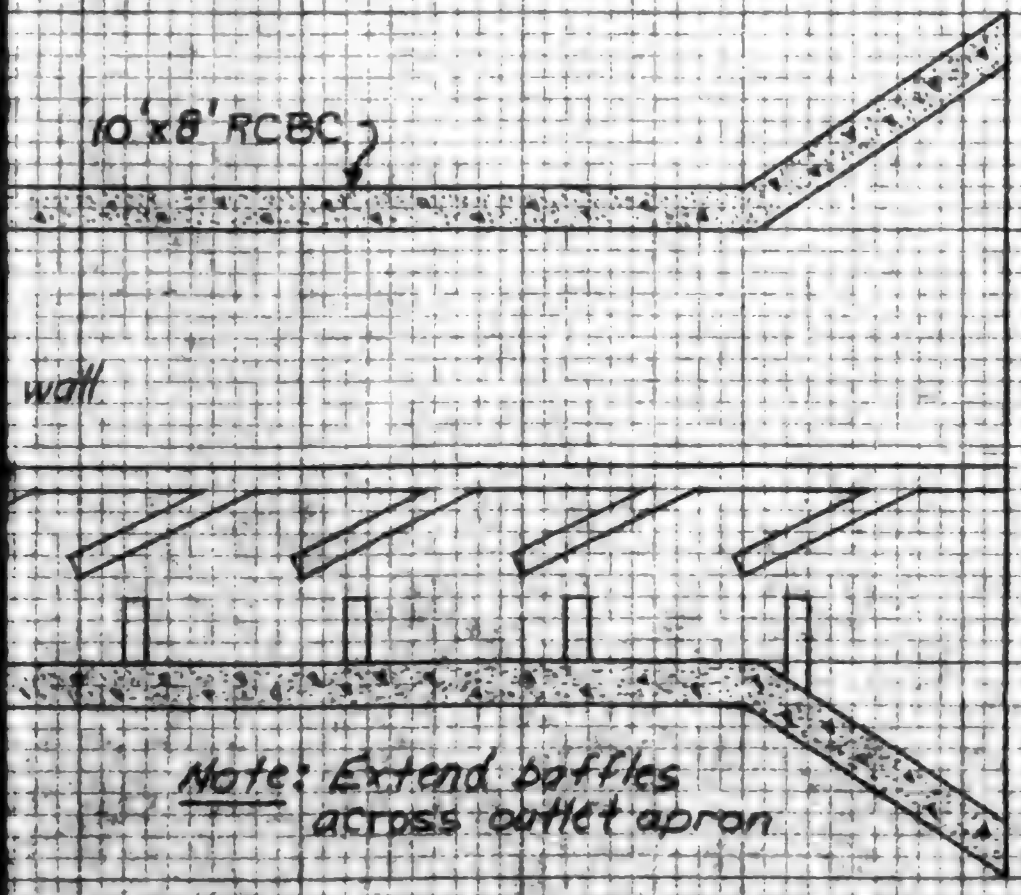
ELEVATION
No Scale


10'x8' RC
10" high sill
1'-0" high separator wall and baffles
30°
4'
90°
1'
6"
1'-6"
4'-6"
Typ.
Note:

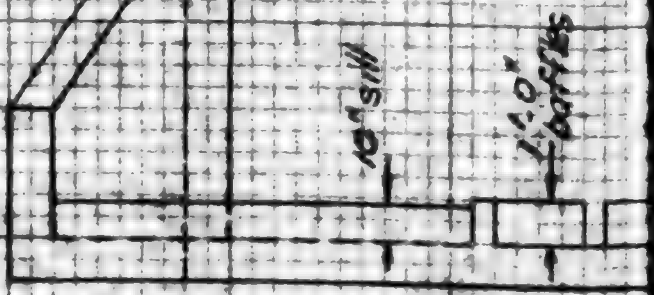
PLAN
No Scale


Extg. outlet
Elev. 258.98
Fish resting pool
4'
20'

Note: Width of pool = width of creek

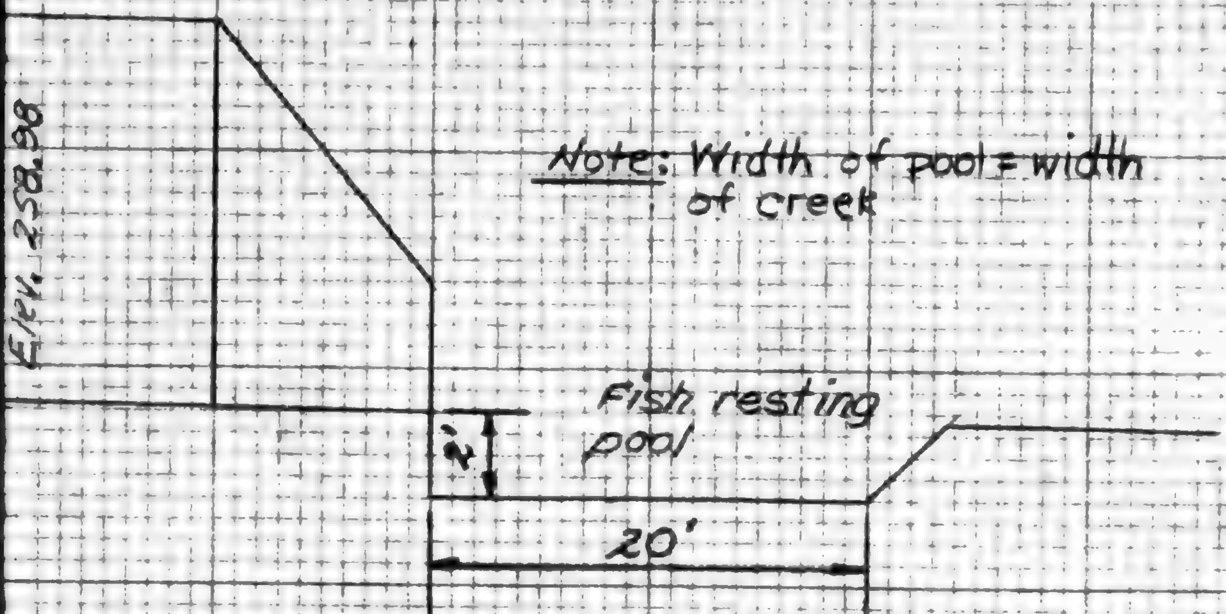

10'x8' RCBC
wall

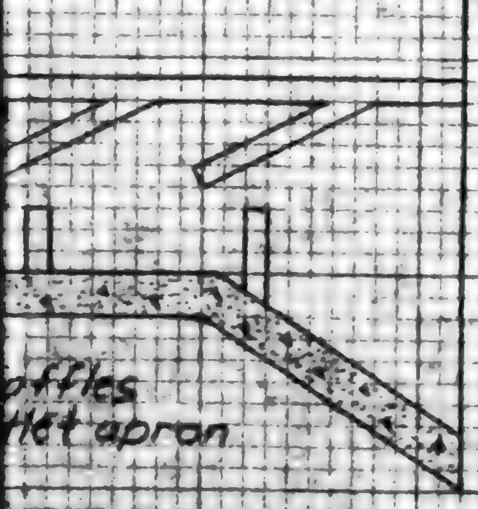
Note: Extend baffles across outlet apron

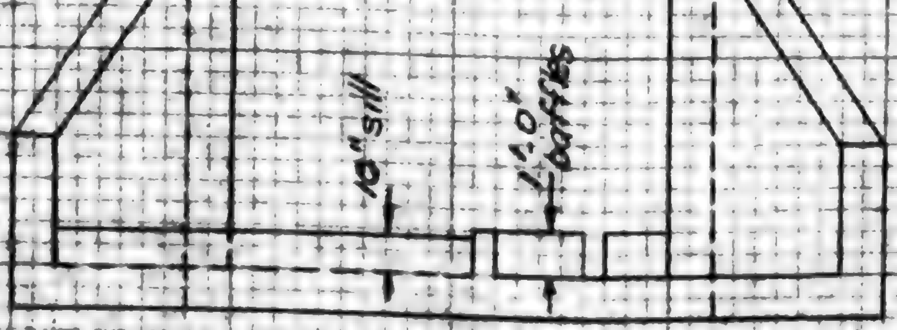

10" sill
1'-0" baffles

END VIEW @ IN

No Scale


Elev. 258.98
Note: Width of pool = width of creek
Fish resting pool
2'
20'


affles
tlet apron


10" sill
1.0' baffles

END VIEW @ INLET

No Scale

STATE OF OREGON **INTEROFFICE MEMO**

File: 303-1904

TO: Frank E. Terpin
Location Engineer

DATE: January 7, 1983

FROM: Theodore A. Spencer
Plan & Program Manager

SUBJECT: S.E. 97th Avenue-S.E. 122nd Avenue, S.E. Sunnyside Road
Clackamas County

I request your approval of the attached Survey Authority No. 4 for the S.E. 97th Avenue-S.E. 122nd Avenue, Sunnyside Road project. This is an Interstate Transfer project sponsored by Clackamas County.

The previous Survey Authority No. 3 was written only to fund PS & E for the Unit 1 section (S.E. 97th to S.E. 105th). Additional Interstate Transfer funds are now available, and we want to now advance Unit 2 to contract. Survey Authority No. 4 will complete the PS & E for Unit 2 (S.E. 105th to S.E. 122nd).

The right-of-way liaison (913) and utility liaison (914) functions were simply underestimated for the complexity of this project. There is an increase in the project manager (901) function to reflect the actual cost.

Please have your office review PE costs for the Salem offices to complete this survey authority. When the total PE cost is determined, please contact Earl Mershon so that we may budget the needed amount of Interstate Transfer funds to complete preliminary engineering.

TAS:ECM:hw

Attachment

cc: J. D. McClure
C. H. Duval
E. J. Dunn
J. R. Rose
R. C. Brooks

RECEIVED
JAN 10 1983
LOCATION
SECTION

RED TO
Phil
By Location Engineer

Contains Recycled Materials

PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
S.E. 97th Avenue-S.E. 122nd Avenue, S.E. Sunnyside Road

REGION
Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 4

PREFIX 303-1904

DATE 1-6-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 70,000	915 AUDITS	$	$ 500	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT		200	916 PHOTO-GRAMMETRY		100	934 GEOLOGY		
903 LOCAL GOVERNMENT		3,000	918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		31,500	920 PROGRAM MANAGEMENT		500	937 HYDRAULICS		1,000
906 BRIDGE DESIGN		2,000	921 SPECIFICA-TIONS		3,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		500	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		20,000	923 ENVIRONMENTAL SECTION		22,000	950 TRAINING		
910 REGION GEOLOGIST		3,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		7,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		11,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		2,500	932 RAILROAD & UTILITIES		300			

TOTALS	$	$ 180,100
PREVIOUS AUTHORIZATION		$ 113,000
ADD. AUTH. REQUIRED		$ 67,100

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-M-9718(1)

LOCATION ENGINEER'S REMARKS

The previous survey authority did not fund final design for Unit 2 (S.E. 105th-S.E. 122nd). This authority is intended to complete PS & E for the entire project.

Bring Up

PREPARED BY	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 10/28/83
RECOMMENDED, REGION ENGINEER X	DATE 1-6-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-27-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-20-83	

734-1914 (7-82)

IX-M-9718(1)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA			REVISED AUTHORIZATION REQUESTED		
901	Project Manager	$	50	000	$	70	000
902	Citizens Involvement			200			200
903	Local Government		3	000		3	000
904	Consultants Fees						
905	Final Design		12	000		31	500
906	Bridge Design		2	000		2	000
907	Preliminary Design			500			500
909	R/W Descriptions		8	000		20	000
910	Region Geology		1	500		3	500
911	Traffic Section		6	000		7	000
912	Landscape Department						
913	R/W - Liaison		3	500		11	000
914	Region Utility Liaison		1	500		2	500
915	Audit Services						500
916	Photogrammetry			100			100
918	Location			100			500
920	Program Management			100			500
921	Specifications		2	400		3	500
922	Adm Services (Engineering)			100			100
923	Environmental Section		22	000		22	000
924	DOT-Planning						
925	Air Monitoring						
926	Structural Foundations						
927	Bridge Design for Counties						
932	R/W Utility Engineer						300
933	Surfacing Engineer						300
934	Chief Geologist						
935	Soils Engineer						
936	Region Traffic						100
937	Hydraulics					1	000
938	Region Environmental						
949	Urban Studies Unit						
950	Training Courses						
955	Employee Reloc. Assistance						
960	Personal Leave						
961	Administrative Leave						
980	Public Hearing Charges						
985	EEO Monitoring Expense						
		$	113	000	$	180	100

SECTION: S.E. 97th AVE. - S.E. 122nd AVE.

HIGHWAY: S.E. SUNNYSIDE ROAD

COUNTY: CLACKAMAS

PREFIX: 303-1904

STATE OF OREGON

INTEROFFICE MEMO

File: 303-1904

TO: Curt Duval
Location Manager

DATE: December 9, 1982

FROM: Earl Mershon Earl Mershon
Program Manager

SUBJECT: S.E. 97th Avenue-S.E. 122nd Avenue
S.E. Sunnyside Road
Clackamas County

Phil Lewellyn called to request that we initiate Authority for Survey No. 4 for the Sunnyside Road project to complete the preliminary engineering for Unit 2. The existing Authority for Survey No. 3 (copy attached) for $111,000 was written only to take Unit 1 through final design and PS & E.

Expenses at the end of October 1982 were $106,681.

Please have someone review the region functions and fill in the estimated cost column for preliminary engineering on both units of this project. After your review, we will forward the authority to Phil Lewellyn to make estimates for the Salem offices.

hw

Attachment

cc: Jim McClure
Phil Lewellyn

10

RECEIVED
DEC 10 1982
LOCATION
SECTION

NOTED
J. GRASSMAN

81-125-1367

10,157

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

ARDIS M. STEVENSON
Assistant Director

December 7, 1982

D.E. Swan
Program Management
Room 206
Transportation Bldg.
Salem, Oregon 97310

Enclosed please find Board Order and Limited Power of Attorney form relating to local deposit of $24,700 in the State Excess Pool Account No. 4388, on Sunnyside Road project, S.E. 97th to S.E. 105th Avenue.

Winston W. Kurth

Winston W. Kurth
Deputy Director

WWK:tlo

Enclosure

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
PM ☐ [illegible] ☐ [illegible] ☐
DEC 9 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Providing
$24,700.00 in Local Match Funds
and a Limited Power of Attorney
to the Manager of the Oregon State
Excess Fund for Withdrawal of
Funds Provided by Clackamas County
for Road Improvements to Sunnyside
Road from S.E. 97th Avenue to S.E.
105th Avenue

ORDER NO. 82-2390

This matter coming before the Board of County Commissioners as the result of sponsored widening and improvement of Sunnyside Road from S.E. 97th Avenue to S.E. 105th Avenue by Clackamas County, under the Federal Highway Interstate Withdrawal Program, and

It appearing to the Board that construction bids have been advertised and the lowest bid submitted requires a local match of $24,700.00 to match Federal and State funds, and

It further appearing that a deposit of local match funds in the Oregon Excess Fund results in some interest earnings.

NOW, THEREFORE, IT IS HEREBY ORDERED that $24,700.00 of local match funds from the Road Fund be deposited in the Oregon State Excess Fund to be used as required to meet local match requirements, and that a Limited Power of Attorney is granted to the Oregon Transportation Department to withdraw funds from this account to meet expenses incurred in project implementation.

DATED this 2nd day of December, 1982.

BOARD OF COUNTY COMMISSIONERS

Ralph Groener, Chairman

Robert Schumacher, Commissioner

Stan Skoko, Commissioner

ORD.	DISTRIBUTION	DATE	INT.
	Director		
/	Deputy Director	[illegible]	[illegible]
	Asst. Director		
	Operations		
	[illegible]		
	[illegible]		
	[illegible]		
	Dev. [illegible]		
	Project [illegible]		
	[illegible]		
	[illegible]		
	Office File		

WWK:tlo
1/1

RECEIVED
DEC 3 1982

$24,700.00 in Local Match Funds
and a Limited Power of Attorney
to the Manager of the Oregon State
Excess Fund for Withdrawal of
Funds Provided by Clackamas County
for Road Improvements to Sunnyside
Road from S.E. 97th Avenue to S.E.
105th Avenue

ORDER NO. 82-2390

This matter coming before the Board of County Commissioners as the result of sponsored widening and improvement of Sunnyside Road from S.E. 97th Avenue to S.E. 105th Avenue by Clackamas County, under the Federal Highway Interstate Withdrawal Program, and

It appearing to the Board that construction bids have been advertised and the lowest bid submitted requires a local match of $24,700.00 to match Federal and State funds, and

It further appearing that a deposit of local match funds in the Oregon Excess Fund results in some interest earnings.

NOW, THEREFORE, IT IS HEREBY ORDERED that $24,700.00 of local match funds from the Road Fund be deposited in the Oregon State Excess Fund to be used as required to meet local match requirements, and that a Limited Power of Attorney is granted to the Oregon Transportation Department to withdraw funds from this account to meet expenses incurred in project implementation.

DATED this 2nd day of December, 1982.

BOARD OF COUNTY COMMISSIONERS

Ralph Groener, Chairman

Robert Schumacher, Commissioner

Stan Skoko, Commissioner

ORD.	DISTRIBUTION	DATE	INT.
	Director		
/	Deputy Director	12/[illegible]	[illegible]
	Asst. Director		
	Operations		
	[illegible]		
	[illegible]		
	Planning		
	Dev. [illegible]		
	Project [illegible]		
	[illegible]		
	[illegible]		
	Office File		

WWK:tlo
1/1

RECEIVED
DEC 3 1982
CLAC[illegible]Y

10,157

November 23, 1982

Winston Kurth
Assistant Director
Environmental Services
Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

Dear Winston:

On November 18, 1982 we received a satisfactory bid from Riedel International Inc., P.O. Box 3320, Portland, Oregon 97208 for the S.E. 97th Ave.-S.E. 122nd Ave., Unit 1 Section of Sunnyside Road in Clackamas County.

We anticipate the financial sharing of the project costs will be:

Contractor's Bid	$317,000.00
Anticipated Additional Items:	10,100.00
SUBTOTAL	$327,100.00
Contingencies (4 1/2%)	14,719.50
Engineering (9%)	29,439.00
Estimated Construction Cost	$371,258.50
Estimated P.E. Cost	115,000.00
Estimated Total Project Cost	$486,258.50

County Share:	
6% of $486,258.50 =	$29,173
Less: Previous PE Deposit 3-17-78	4,473
COUNTY ADVANCE DEPOSIT	$24,700

We will award the contract when we receive your advance deposit in the amount of $24,700, which should arrive not later than December 10, 1982. You may use one of the three options for payment described in the attachment.

Very truly yours,

12-7-82
Rec'd
L61P

D. E. Swan, P.E.
Program Control Engineer

KEH:pf
Attachment
bcc w/AD # 82-95: Jon Rose, Region 1
Vern Skoog - Please return completed AD # 82-95 when advance deposit is received.

10,157

Section S.E. 97th Ave. - S.E. 22nd Ave., Unit 1 Programming Estimate $ ~~470,000~~

Highway FAU 9718 (Sunnyside Road) Project Length 0.47 mile

10-25-82

County Clackamas Completion Time 250 CD

Kind of Work Grading, Paving & Signals Est. Comp. Date 8-26-83

Prefix 303-1904 A Letting Date Nov. 18, 1982 Project No. IX-9718(6)

Group 8 Costs = 4%
for Traffic Signals.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *402,183.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing by Clackamas Co.	1,800.00	
Permanent Pavement Striping	5,700.00	
Temporary Pavement Striping	1,600.00	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 10,100.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs by Clackamas Co.	400.00	
Bikeway Striping & Legend	600.00	
Adjust Utilities:		

Subtotal $ *412,283.00

Contingencies (4-1/2%) *18,552.74

Engineering (8, [✓ 9,] 10%) *37,105.47

Subtotal $

Credit for ______ . . . . . . ______

Estimated Net Authorization, Construction . . . . $ *467,941.21

APPROVED

Rec'd.
10-25-82

______
Road Design Engineer

* Rev. 10-25-82

Rev. 11/81

~~SUMMARY~~ ~~BID SCHEDULE~~ COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section S.E. 97th Ave. – S.E. 122nd Ave., Unit 1	County Clackamas		Sheet 1 of 2
Kind of Work Grading & Paving	Length 0.47 mi.	Date 10-6-82	Name McGill

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 10-19-82 RW					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 11-18-82					
	Mobilization		All	All	(6%)	* 22,800^{00}
	Temporary Protection and Direction of Traffic		All	All	—	15,000^{00}
	Temporary Signs		Sq. Ft.	275	6^{00}	1,650^{00}
	Temporary Barricades		Each	12	125^{00}	1,500^{00}
	Temporary Plastic Safety Markers		Each	35	80^{00}	2,800^{00}
	Flagmen		Hour	800	22^{00}	17,600^{00}
	ROADWORK					
	Removal of Structures and Obstructions		All	All	–	6,000^{00}
	General Excavtion		Cu. Yd.	5300	6^{00}	31,800^{00}
	Trench Excavation		Cu. Yd.	1350	8^{00}	10,800^{00}
	Finishing Roadbed and Slopes		All	All	–	7,500^{00}
	Watering		M. Gal.	165	10^{00}	1,650^{00}
	1"-0 Aggregate Base		Ton	8370	8^{25}	69,052^{50}
	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	3530	16^{50}	58,245^{00}
	Asphalt Cement in Mixture		Ton	195	174^{00}	33,930^{00}

734-1736 (8-81)

~~SUMMARY~~ ~~BID SCHEDULE~~ COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section S.E. 97th Ave. – S.E. 122nd Ave., Unit 1		County Clackamas	Sheet 2 of 2
Kind of Work Grading & Paving	Length 0.47 mi.	Date 10-6-82	Name McGill

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	~~Asphalt in Tack Coat~~		~~Ton~~	~~4~~	—	—
	12-inch Sewer Pipe		Lin. Ft.	806	14^{00}	11,284^{00}
	15-inch Sewer Pipe		Lin. Ft.	450	15^{00}	6,750^{00}
	18-inch Sewer Pipe		Lin. Ft.	770	18^{00}	13,860^{00}
	24-inch Sewer Pipe		Lin. Ft.	450	24^{00}	10,800^{00}
	27-inch Sewer Pipe		Lin. Ft.	65	28^{00}	1,820^{00}
	Extra for Pipe Under Pavement		Lin. Ft.	*475 ~~572~~	15^{00}	* 7,125^{00}
	Concrete Manholes		Each	11	1,500^{00}	16,500^{00}
	Concrete Inlets, Type "G-2"		Each	18	525^{00}	9,450^{00}
	Concrete Walks		Sq. Yd.	895	11^{50}	10,292^{50}
	Concrete Driveways		Sq. Yd.	19	16^{00}	304^{00}
	Concrete Curbs		Lin. Ft.	3115	4^{00}	12,460^{00}
	Extra for Asphalt Approaches		Each	22	150^{00}	3,300^{00}
	Adjusting Manholes		Each	1 ~~10~~	200^{00}	200^{00}
	Furnishing and Installing Mailbox Posts		Each	15	85^{00}	1,275^{00}
	~~Traffic Signal Installation, Complete~~		~~All~~	~~All~~		
	Roadside Seeding and Mulching		Acre	1	1000^{00}	1,000^{00}
	SIGNALS					
	Traffic Signal Installation, Complete		All	All	–	15,435^{00}

734-1736 (8-81)

10,157

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 22, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 80148
Project No. IX-9718(6)
SE 97th Ave.-SE 122nd Ave., Unit 1, Sec.
Clackamas County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on November 18, 1982.

This project is based on the December 1, 1981 letter to you from the Director of ODOT.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bks
Attachments
cc: Ed Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
Gary Zehner w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

October 22, 1982

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Jct. I-205, E.		11,200	----	----	10	Oregon	41	580	80148

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Pave, T Signals								IX-	9718	(6)		

UNDS: Interstate Transfer Grants

COUNTY NAME: Clackamas | CODE: 005

Portland

ROUTE NO. U | FEDERAL-AID: 9718 | STATE: Co. Rd.* | U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS County 6%	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) TOPICS I000 Y031		"SE 97th Ave.-SE 122nd Ave., Unit 1, Section"	0.473	469,700	(I-505) 399,200	42,300	28,200	ROW-80' normal; Access Control-none; Parking Restrictions-complete.
BY		JLG	PROJECT TOTALS					
			0.473	469,700	399,200	42,300	28,200	

APPROVAL DATES
2-1-78
9-25-81

*SE Sunnyside Rd.

REMARKS
Additional Data: Item No. 80148; Project No. M-IX-9718(1) & IX-9718(5).

-Over

Budget Bureau No. 41-R2067; Appr

U.S. DEPA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

October 22, 1982

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. I-205, E. 21 65	ADT	PRESENT 11,200	FUTURE ---- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave, T Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (60)	SUPV AGCY	DA CLASSIF.	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX- 14 23	NUMBER 9718	SE (6

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Clackamas				CODE 005 (14) (16)	
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U	FEDERAL-AID 9718 (32)	STATE Co. Rd.* (36)	U.S. ---- (37) (41)		

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS County 6%	
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE								
5					ROW								
5					CONST (CODE) TOPICS I000 Y031		"SE 97th Ave.-SE 122nd Ave., Unit 1, Section"	0.473	469,700	(I-505) 399,200	42,300	28,200	RO Ac Pa co
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	0.473	469,700	399,200	42,300	28,200	
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)			

2-1-78
9-25-81

*SE Sunnyside Rd.

REMARKS
Additional Data: Item No. 80148; F
No. M-IX-9718(1)

3031904

US

Project Data: The project consists of; 1) Widen the existing facility requiring grade, drain and high-type pave a curbed section to accommodate the following configuration:

STA-STA	Lanes	Median	Bikeway	Walk
509-525	4-12'	14'	2-4'	5' (S. (Side)
525-533	2-12'	14'	2-5'	---

2) Adjust traffic signals at 97th Ave., at first entrance to Kaiser Medical Center and interconnect to I-205 ramp terminal signals.

3) Adjust utilities as required and perform incidental work common to this type of project.

Data for PR-37:

4 Lane Section -----------------	$ 341,700
2 Lane Section -----------------	109,500
Type Code I000 -----------------	$ 451,200
Type Code Y031 (Traf. Sig.)----	$ 18,500

Note: 1) Project is in Congressional District No. 3.
2) Included in MSD FY '82 AE/TIP on page 76 as No. 97.

10,157

Section S.E. 97th Ave. -S.E 22nd Ave, Unit 1 Programr ; Estimate $ 470,000 VS

Highway FAU 9718 (Sunnyside Road) Project Length 0.47 mile

County Clackamas 10-21-82 Completion Time 250 CD

Kind of Work Grading, Paving & Signals Est. Comp. Date 8-26-83

Prefix 303-1904 A Letting Date Nov. 18, 1982 Project No. IX-9718(6)

Group 8 Costs = 4% for Traffic Signals.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 403,688.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing . .by Clackamas Co.	1,800.00	
Permanent Pavement Striping	5,700.00	
Temporary Pavement Striping.	1,600.00	
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		$ 10,100.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs . . by Clackamas Co.	400.00	
Bikeway Striping & Legend	600.00	
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 413,788.00
Contingencies (4-1/2%)		18,620.46
Engineering (8, [✓ 9], 10%)		37,240.92
Subtotal		$
Credit for ______		
Estimated Net Authorization, Construction		$ 469,649.38

APPROVED

cc: Jon Rose

Earl Mershon

Road Design Engineer

Rec'd
10-21-82
G

Rev. 11/81

~~SUMMARY~~-~~BID SCHEDULE~~-COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section S.E. 97th Ave. – S.E. 122nd Ave., Unit 1	County Clackamas		Sheet 1 of 2
Kind of Work Grading & Paving	Length 0.47 mi.	Date 10-6-82	Name McGill

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 10-19-82 Rw					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 11-18-82					
	Mobilization		All	All	(6%)	22,850^{00}
	Temporary Protection and Direction of Traffic		All	All	—	15,000^{00}
	Temporary Signs		Sq.Ft.	275	6^{00}	1,650^{00}
	Temporary Barricades		Each	12	125^{00}	1,500^{00}
	Temporary Plastic Safety Markers		Each	35	80^{00}	2,800^{00}
	Flagmen		Hour	800	22^{00}	17,600^{00}
	ROADWORK					
	Removal of Structures and Obstructions		All	All	–	6,000^{00}
	General Excavtion		Cu.Yd.	5300	6^{00}	31,800^{00}
	Trench Excavation		Cu.Yd.	1350	8^{00}	10,800^{00}
	Finishing Roadbed and Slopes		All	All	–	7,500^{00}
	Watering		M.Gal.	165	10^{00}	1,650^{00}
	1"-0 Aggregate Base		Ton	8370	8^{25}	69,052^{50}
	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	3530	16^{50}	58,245^{00}
	Asphalt Cement in Mixture		Ton	195	174^{00}	33,930^{00}

734-1736 (8-81)

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section S.E. 97th Ave. – S.E. 122nd Ave., Unit 1	County Clackamas	Sheet 2 of 2
Kind of Work Grading & Paving	Length 0.47 mi. / Date 10-6-82	Name McGill

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	~~Asphalt in Tack Coat~~		~~Ton~~	~~4~~		
	12-inch Sewer Pipe		Lin. Ft.	806	14^{00}	$11,284^{00}$
	15-inch Sewer Pipe		Lin. Ft.	450	15^{00}	$6,750^{00}$
	18-inch Sewer Pipe		Lin. Ft.	770	18^{00}	$13,860^{00}$
	24-inch Sewer Pipe		Lin. Ft.	450	24^{00}	$10,800^{00}$
	27-inch Sewer Pipe		Lin. Ft.	65	28^{00}	$1,820^{00}$
	Extra for Pipe Under Pavement		Lin. Ft.	572	15^{00}	$8,580^{00}$
	Concrete Manholes		Each	11	$1,500^{00}$	$16,500^{00}$
	Concrete Inlets, Type "G-2"		Each	18	525^{00}	$9,450^{00}$
	Concrete Walks		Sq. Yd.	895	11^{50}	$10,292^{50}$
	Concrete Driveways		Sq. Yd.	19	16^{00}	304^{00}
	Concrete Curbs		Lin. Ft.	3115	4^{00}	$12,460^{00}$
	Extra for Asphalt Approaches		Each	22	150^{00}	$3,300^{00}$
	Adjusting Manholes		Each	1 ~~10~~	200^{00}	200^{00}
	Furnishing and Installing Mailbox Posts		Each	15	85^{00}	$1,275^{00}$
	~~Traffic Signal Installation, Complete~~		~~All~~	~~All~~		
	Roadside Seeding and Mulching		Acre	1	1000^{00}	$1,000^{00}$
	SIGNALS					
	Traffic Signal Installation, Complete		All	All	–	$15,435^{00}$

734-1736 (8-81)

10,157

9-14-82

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Details & Summary
2B	Temporary Protection & Direction Of Traffic
2C	Pipe Data
3,4,5	Plan & Profile

STATE OF O

DEPARTMENT OF TR

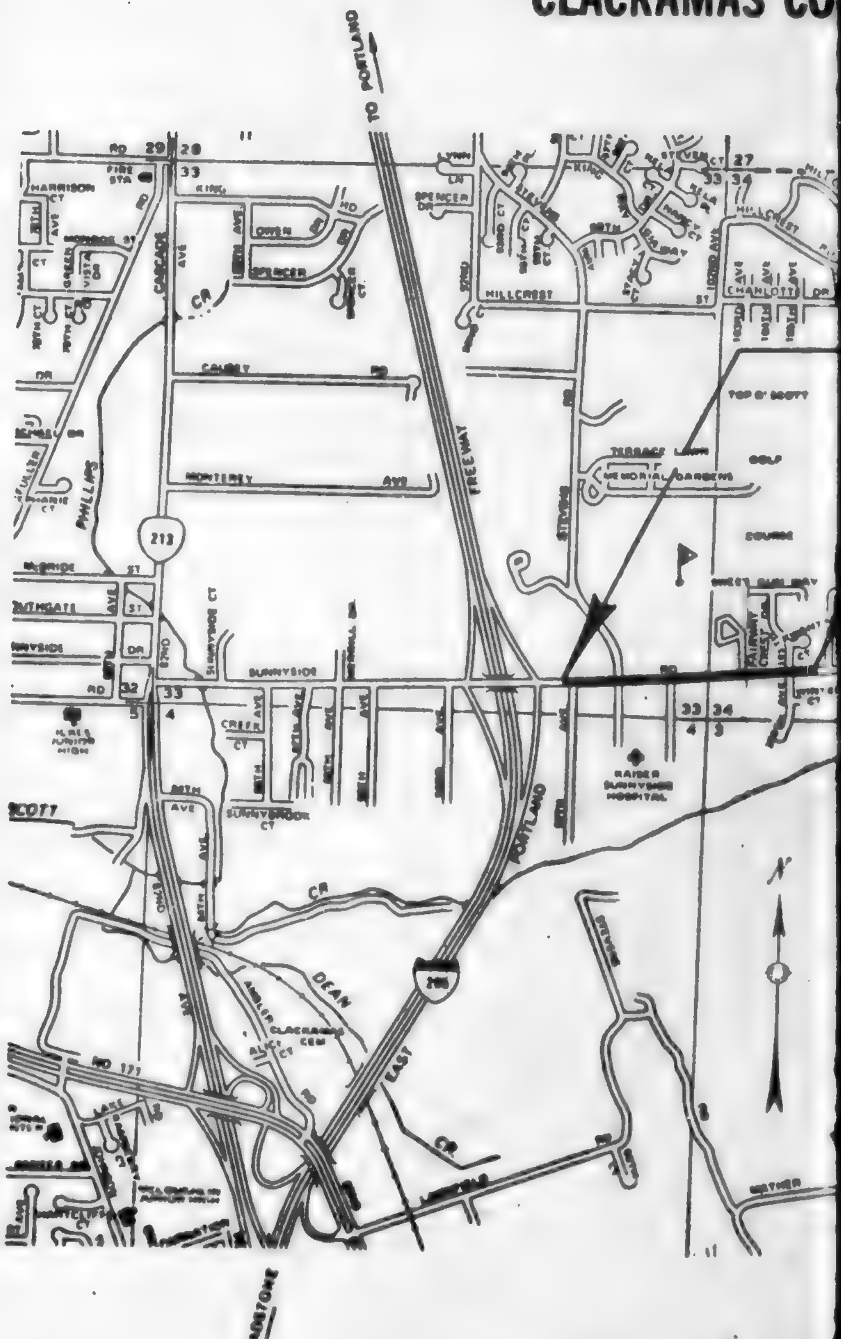
STATE HIGHWAY

PLANS FOR PROPOSE

S.E. 97TH AVE. – S.E. 122

FAU 9718 (SUNNYS

CLACKAMAS CO


TO PORTLAND
FREEWAY
HILLCREST
CAUSEY
MONTEREY AVE
PHILLIPS
213
SUNNYSIDE
TERRACE LAWN MEMORIAL GARDENS
GOLF COURSE
KAISER SUNNYSIDE HOSPITAL
PORTLAND
DEAN
EAST
205
RD 177
N
TO GLADSTONE

Sketch Ma

Scale 0 1000 20

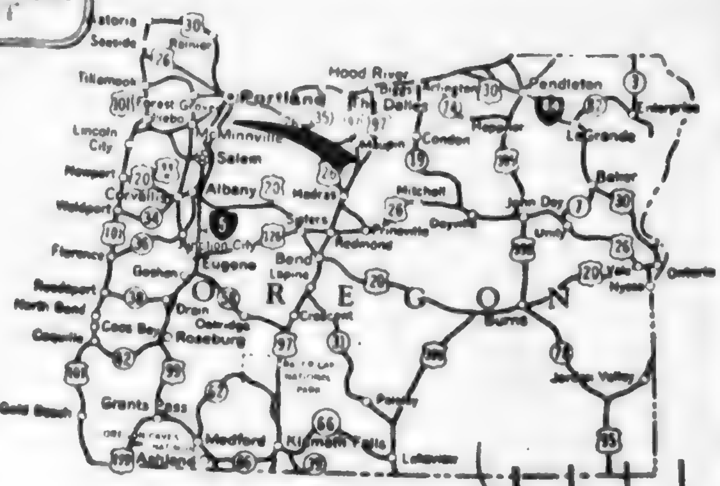
S.E. 97TH AVE.–S.E. 122ND AVE., UNIT 1, SEC. FAU 9718 (SUNNYSIDE ROAD) CLACKAMAS COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

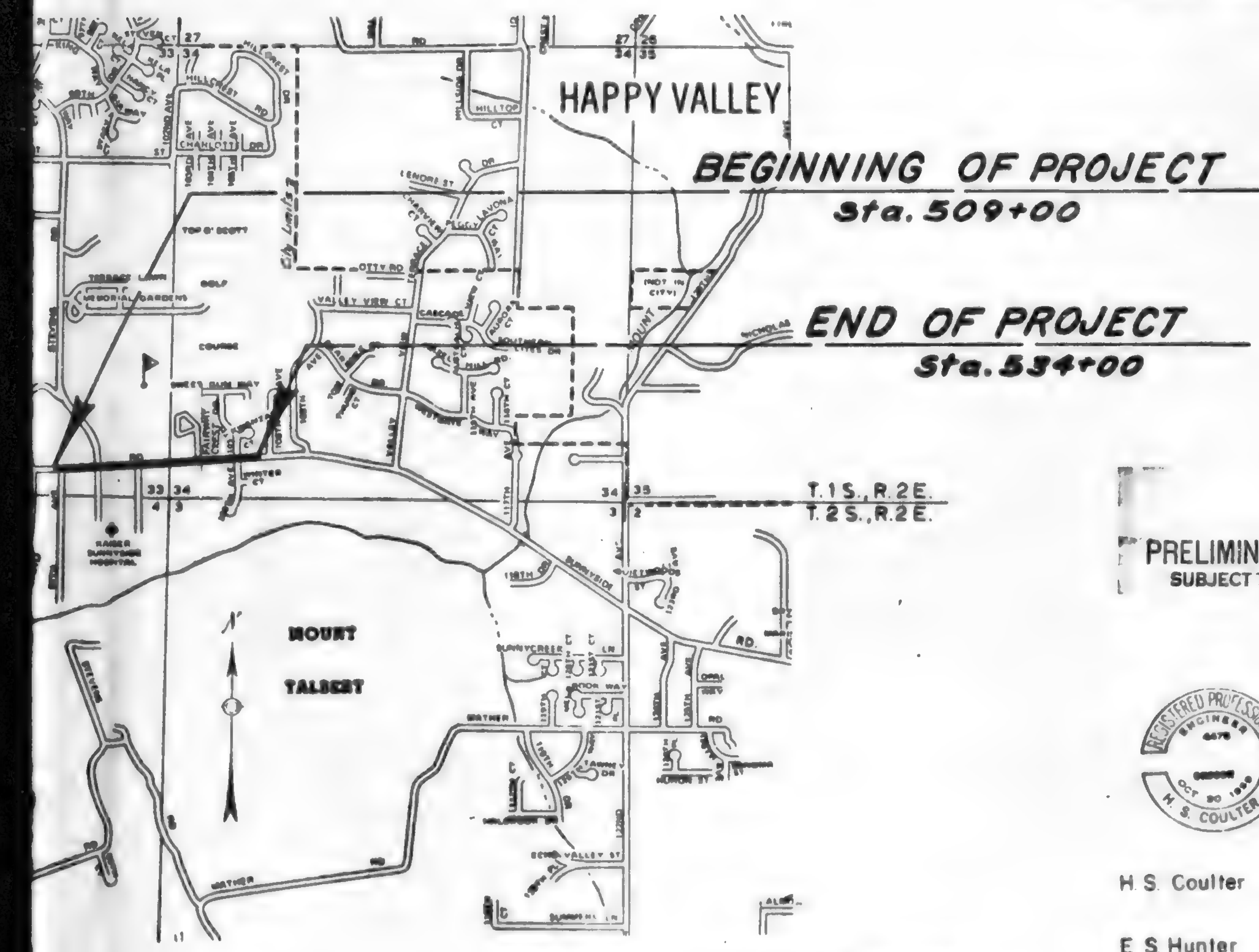
FA1-X

TE OF OREGON
T OF TRANSPORTATION
HIGHWAY DIVISION
FOR PROPOSED PROJECT

PRELIMINARY COPY
AUG 2 1 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

.E. 122ND AVE., UNIT 1, SEC.
8 (SUNNYSIDE ROAD)
LACKAMAS COUNTY


Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coquille
Gold Beach
Portland
McMinnville
Salem
Albany
Corvallis
Eugene
Goshen
Drain
Coos Bay
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Hood River
The Dalles
Condon
Pendleton
La Grande
Baker
Madras
Redmond
Bend
Prineville
Mitchell
John Day
Burns
Ontario
Jordan Valley
O R E G O N


HAPPY VALLEY
BEGINNING OF PROJECT
Sta. 509+00
END OF PROJECT
Sta. 534+00
T.1S., R.2E.
T.2S., R.2E.
MOUNT
TALBERT
HILLCREST
HILLTOP
CHARLOTT
TOP O' SCOTT
TERRACE LAWN
MEMORIAL GARDENS
GOLF
COURSE
VALLEY VIEW CT
CASCADE
CITY RD
NICHOLAS
MOUNT SCOTT
SUNNYSIDE
KAISER SUNNYSIDE HOSPITAL
SUNNYCREEK LN
RD.
MATHER
ECHO VALLEY ST
HURON ST
City Limits
33 34
4 3
34 35
3 2
27
34 35

Sketch Map
Scale 0 1000 2000 Feet

APPROVED AS NOTED
Traffic Eng.
For Clackamas County
Date Sept 14, 1982

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER

EDGAR S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER DATE

10,157

IX-9718(5)
9-1-82

COUNTY OPTIONS

Approved for Closing

CLACKAMAS COUNTY 203-2536

S.E. 97th Avenue-S.E. 122nd Avenue, Unit I Section-Sunnyside Road

52126	Grahn, Alvin W. and Norma J.	$ 9,500.00 ✓
	Reported February 12, 1982	
52127	Cedar Ridge Development, et al	$ 2,025.00 ✓
	Reported March 19, 1982	
52120	Younce, Geoffrey L. and Marcie L.	$ 5,600.00 ✓
52121	Luckow, Gerald D. and Dolores O.	5,615.00 ✓
	Reported March 26, 1982	
52119	Witt, Douglas D. and Jane Ann	$ 5,460.00 ✓
	Reported April 9, 1982	
52117	Killian, Gerald I. and Mildred C.	$10,000.00 ✓
52118	Hendrickson, Oliver G. and Evelyn N.	5,325.00 ✓
	Reported April 30, 1982	
52124	Aizawa, Joseph Y.	$ 8,615.00 ✓
	Reported May 14, 1982	
52125	Rawlins, Gerald & Doreen D.	$16,000.00 ✓
	Reported July 23, 1982	
52123	Aizawa, Joseph Y., et al	$ 8,615.00 ✓
	Reported August 27, 1982	

[illegible]

[illegible]

COUNTY OPTIONS

Approved for Closing

CLACKAMAS COUNTY 203-2536

S.E. 97th Avenue-S.E. 122nd Avenue, Unit I Section-Sunnyside Road

52126	Grahn, Alvin W. and Norma J. Reported February 12, 1982	$ 9,500.00	✓
52127	Cedar Ridge Development, et al Reported March 19, 1982	$ 2,025.00	✓
52120	Younce, Geoffrey L. and Marcie L.	$ 5,600.00	✓
52121	Luckow, Gerald D. and Dolores O. Reported March 26, 1982	5,615.00	✓
52119	Witt, Douglas D. and Jane Ann Reported April 9, 1982	$ 5,460.00	✓
52117	Killian, Gerald I. and Mildred C.	$10,000.00	✓
52118	Hendrickson, Oliver G. and Evelyn N. Reported April 30, 1982	5,325.00	✓
52124	Aizawa, Joseph Y. Reported May 14, 1982	$ 8,615.00	✓
52125	Rawlins, Gerald & Doreen D. Reported July 23, 1982	$16,000.00	✓

[illegible]

COUNTY OPTIONS

Approved for Closing

CLACKAMAS COUNTY 203-2536

S.E. 97th Avenue-S.E. 122nd Avenue, Unit I Section-Sunnyside Road

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52117	Killian, Gerald I. and Mildred C.	$10,000.00 ✓
52118	Hendrickson, Oliver G. and Evelyn N.	5,325.00 ✓
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	Reported May 14, 1982	

COUNTY OPTIONS

Approved for Closing

CLACKAMAS COUNTY 203-2536

S.E. 97th Avenue-S.E. 122nd Avenue, Unit I Section-Sunnyside Road

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52118	Hendrickson, Oliver G. and Evelyn N.	5,325.00
	Reported April 30, 1982	

[illegible]

COUNTY OPTIONS

Approved for Closing

CLACKAMAS COUNTY 203-2536

S.E. 97th Avenue-S.E. 122nd Avenue, Unit I Section-Sunnyside Road

52126	Grahn, Alvin W. and Norma J.	$ 9,500.00

Reported February 12, 1982

- - - - - -

Ψ r10,157

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

7-26-82

Highway # 703

Attention: Right-of-way Section

Subject: Federal Aid Project No. IX-M-9718(1) Prefix 303-1904"A

Project Name SE 97th Ave. - S.E. 122nd Ave, Unit 1
Sunnyside Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUL 29 1982
M AM ADM CA LS
PRS AS CE
0 1 2
F

C. Utilities

☒ . The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at 3 PM, Oregon, this 26 day of July, 1982

County of Clackamas

Ralph Groener
County Judge/Chairman

Commissioner

Commissioner

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 7-30-82

Instructions: Complete A or B and C.
R/W File No.

G

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
AUG 4 1982
REFERRED TO
FOR
FILE: PM FA LG.

10,157

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: June ~~17~~ 18, 1982

File No: 303-1904

TO: JON ROSE
Federal Aid Specialist

Curtis H. Duval
FROM: CURT DUVAL
Location Manager

SUBJECT: S.E. 97th Ave.-S.E. 105th Ave. Section
of Sunnyside Road
Clackamas County

MA PDM PDE FFM SPC
ODOT - METRO
JUN 17 1982
BM PAR PPC FILE T/A

Attached is Bernie Straight's letter requesting the County be allowed to place the permanent signing on subject project. This is similar to their request on Webster Road which I think we allowed. I have no objection to this.

Also attached are Clackamas County's unsigned signing preliminary plans.

pa

Attachment

From Metro JON ROSE | Date 6-18-82

To BUZ SWAN

[✓ Proj. Mgmt.] Traffic Region I Accounting

Comment: Clackamas County wishes to revise the attached plans to show signing to be done by the County. Please consider this request. Any questions should be directed to Curt Duval.

Jon Rose

File

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☑
SHM ☐ MJK ☐ DNH ☐
JUN 21 1982
REFERRED TO
FOR
FILE: PM FA LG.

10,157

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April 27, 1982

File No: 303-1904

TO: VERN SKOOG, Controller
Accounting Section

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: S.E. 97th - S.E. 122nd Avenue
S.E. Sunnyside Road
Clackamas County

On December 11, 1981, FHWA approved a switch in funding from FAU to FAIX funds for PE on the S.E. 97th - S.E. 122nd, Sunnyside Road project. Clackamas County has a shortage of FAU funds and needs to trade some other agency for enough FAU funds to cover their PE expenses up to the date of the funding switch.

To advise Clackamas County of their requirement for FAU funds on this project, we need an audit of the PE expenses under Federal Aid No. M-9718 (1) to December 11, 1981. I need to know the federal share of the participating PE expenses.

When I know the amount to be charged to FAU funds, I can determine the amount of additional FAIX funds needed to complete the PE.

TAS:ECM:po

cc: D.E. Swan
Cliff Laux

KEH

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☑
SHM ☐ MJK ☐ DNH ☐
APR 28 1982
REFERRED TO
FOR
FILE: PM FA LG

19137

TO Frank Terpin — DATE 4/21/82
Attn: Roberts

Herewith street improvement & storm drainage plan - Fairway Crest.
This work has been done on Sunnyside Rd near Kaiser Hosp.
Ref: 303-1904 SE 97th - SE 122nd on Sunnyside Rd Clackamas County.

cc: Duval

SIGNED Leo A. Goldsby

TO Final Design 4-26-82

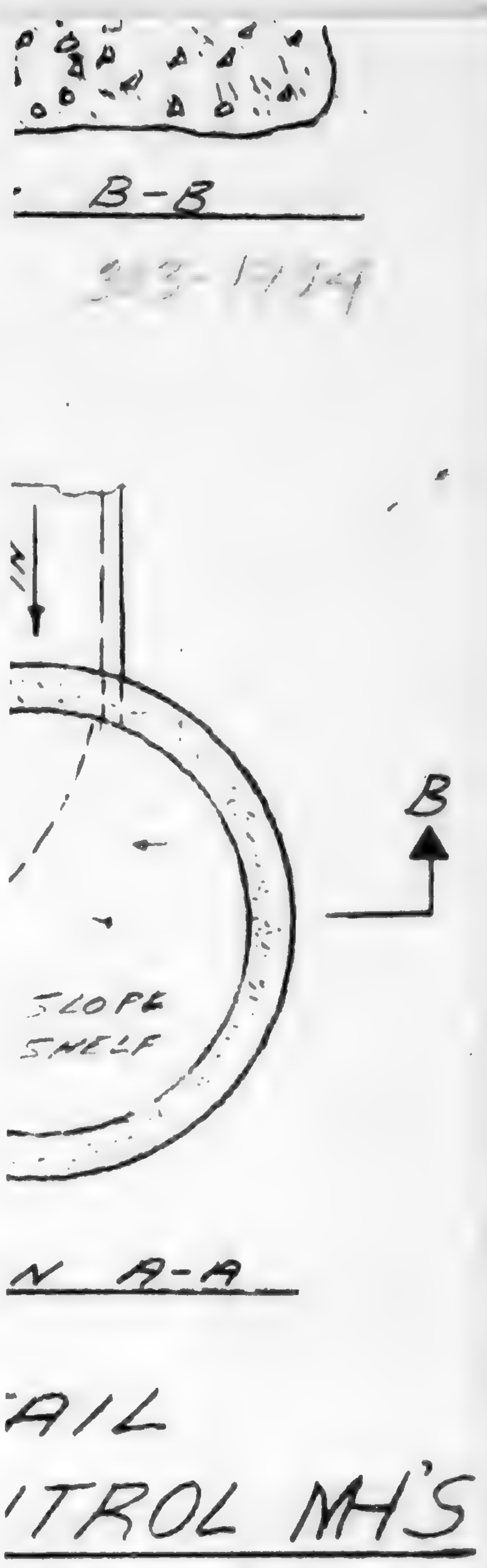
RECEIVED
APR 22 1982
LOCATION SECTION

PLEASE REPLY HERE

TO ______ DATE ______

SIGNED ______

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON, RETAINS TRIPLICATE RETURNING FIRST PART TO ORIGINATOR OF CONFORMATION MEMO



es

FAIRWAY CREST
STREET IMPROVEMENT
STORM DRAINAGE
PLAN

SCALE

JOB NO.

SHEET 1

OF 2

10,157

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PRO 6

TO: D. H. Moehring
Program Management Engineer

DATE: April 15, 1982

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: I-205/SE 122nd Avenue
Sunnyside Road
Clackamas County
IX-M-9718(1)

Preliminary engineering costs to develop the two construction units within the subject section will exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following justification:

The scope of the work has been greatly increased from the original concept. The revised proposal involves widening to a multi-lane facility with significant right-of-way requirements.

The project has also been reclassified environmentally as a Category 3 effort. An assessment has been made and a finding-of-nonsignificant impacts approved.

Present Authorization	$ 63,000
Additional	80,900
Total	$ 143,900 (TEC)

The construction costs are currently estimated at $2.32 million.

The attached gives a breakdown of the revised preliminary engineering estimate.

FET:JWG:ge
Attachment

cc T. Spence w/attachment

KEH
12

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 12, 1982

File No: 303-1904

TO: FRANK TERPIN
Location Engineer

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: S.E. 97th-S.E. 122nd Ave.
S.E. Sunnyside Road
Clackamas County

I request your approval of the attached Authority for Survey No. 3 for this project. Preliminary Engineering expenses have overrun the existing obligation of FAU funds. FHWA approved FAIX funding for P.E. as of December 11, 1981. PE expenses since that date should be charged to FAIX funds. When you get a firm figure of the PE expenses prior to December 11, we will ask Clackamas County to trade another jurisdiction for FAU funds sufficient to cover the PE expenses incurred up to December 11.

Since federal funding is short, Clackamas County has asked us to only complete the PE and bring to contract the Unit 1 (S.E. 97th-S.E. 105th) section. Accordingly, this Authority for Survey for $111,000 is written only to cover completion of PE for that section. If Clackamas County obtains construction funding for Unit 2 (S.E. 105th-S.E. 122nd), we will need to write an additional Authority for Survey to complete the PS & E for the entire project.

The significiant increases on this Authority for Survey are on final design (905), right-of-way descriptions (909), soils and geology (910), traffic (911), right-of-way liaison (913), utilities (914), specifications (921), and environmental (923). The main reason for the increases is that the Unit 1 design (S.E. 97th-S.E. 105th) was upgraded from a two-lane to a four-lane cross-section that requires additional right-of-way, and an environmental assessment. This was not required for the original project described by the previous Authority for Survey. This change for the Unit 1 section required that the project be resurveyed and increased the cost of virtually all the PE functions.

This Authority for Survey for $111,000 to complete PE for Unit 1 is 14.4 percent of our construction estimate of $770,000 for Unit 1. The PE percentage is high because the field survey has already been completed for Unit 2.

RECEIVED
MAR 1 1982
LOCATION SECTION

REFERRED TO
Phil
By Location Engineer

Please request FHWA approval of this PE increase. The FAIX funds to cover PE expenses after December 11, 1981 are to come from the FY 1982 FAIX allocation.

TS:ECM:pa

cc Jim McClure
Curt Duval
E. J. Dunn
Jon Rose
Robin Brooks

Attachment

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

	Engineering	AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	52 000	55 000
902	Citizens involvement		
903	Payment to local government	3 000	3 000
904	Consultant fees		
905	Final Design	3 000	20 000
906	Bridge Design	2 000	2 000
907	Preliminary design		500
908	Field testing section (construction)		
909	Right of way descriptions	600	15 000
910	Soils and geology	500	3 200
911	Signing (traffic department)		7 500
912	Landscape department		
913	Right of way - liaison & relocation	400	4 000
914	Utility liaison	200	2 000
915	Audits by Accounting Section		
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology		
919	Engineering graphics		
920	Project management		500
921	Specifications	1 000	6 000
922	Administrative Services - engineering		200
923	Environmental Section	300	25 000
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		
950	Training courses, conferences & seminars		
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 63 000	$ 143 900

Section: I-205 - SE 122nd Ave.

Highway: Sunnyside Road

County: Clackamas

Prefix: 303-1904

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVIS :

Planning File No. 77-147

AUTHORITY FOR SURVEY

Section S.E. 97th - S.E. 122nd Avenue Unit I

Highway Sunnyside Road FAU 9718

County Clackamas #3

Date February 8, 1982, 19

Authorization No. 3

Survey Prefix 303-1904 (Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly end of the survey is at the intersection of Stevens Rd., also the southwest corner of the Top of Scott Golf Course. The easterly end of the survey is 300 feet east of the intersection of 122nd Avenue. The overall length is 1.57 miles.

Proposed:

Unit 1 - 97th to 105th - 5 lanes w/bikelane and sidewalks on south side, 2 traffic signals with intertie.

Purpose of survey:

State to complete the field survey and prepare plans, specifications, and an estimate for the Unit 1 (97th - 105th) section. An additional authority for survey will be required to complete PS&E for Unit 2 (105th-122nd) if Clackamas County obtains construction funding for that section.

F.A. No. IX-M-9718(1)

Estimate of cost: $770,000 (Unit 1 Construction)

Funding: FAU and FAIX

Class III Environmental Assessment

3-16-82

Field Survey	(901)	50.000
Citizen Participation	(902)	200
City of County	(903)	3,000
Consultant	(904)	
Final Design	(905)	~~8,400~~ 12,000
Bridge Design	(906)	2000
Preliminary Design	(907)	500
R/W Description	(909)	8,000
Soils & Geology	(910)	1,500
Traffic	(911)	6,000
Landscape	(912)	
Liaison R/W	(913)	3.500
Utility	(914)	1.500
Final Audit	(915)	
Photogammerty	(916)	100
Location Studies	(918)	100
Engr. Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	~~3,000~~ 2,400
Admin. Services	(922)	100
Environmental	(923)	~~25,000~~ 22,000
Foundation Exploration	(926)	
Seminars	(950)	
Personal Leave	(960)	
Hearings	(980	
Equal Opportunity	(985)	
Advisory Committee	(986)	

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAR 19 1982
LOCATION SECTION

Total estimated cost of survey	$111,000 ✓
Previous authorization	63,000
Additional authorization requested	48,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

CURT DUVAL, Location Manager
Field Engineer

Recommended for Approval:

R.N. BOTHMAN, Metropolitan Administrator
Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

FUNDING WORKSHEET FOR AUTHORITY FOR SURVEY/LOCATION PROSPECTUS

Section SE 97- SE 122nd
Authority for Survey # 3
Prefix (only if for additional funding) # 303-1904
Highway SE Sunnyside Rd 9718
County Clackamas Co.

Column A - Total Funds needed for present phase of work
Column B - Total Funds needed to complete project

Funds to be Added to unit 2

		Spent thru 1-15-81	Auth. by unit 2	Add'l Funds Required by Resident	Add'l Funds Required By Region	Add'l Funds Requir'd by Salem		total needed for a Compl. Project	
Project Manager	901	48,873	52,000					50,000	
Citizens involvement	902	48						200	
Payment to local government	903	1634	3000					3000	
Consultant fees	904								
Final Design	905	1457	3000	Ole say he needs		$25,000 →		8400	25,[illegible]
Bridge Design	906		2000						
Preliminary Design	907	257						500	
Right of way descriptions	909	7168	600					8000	
Soils and geology	910	1284	500			200		1500	
Signing (traffic dept.)	911	1854						6000	
Landscape department	912								
Right of way - liaison & relocation	913	3264	400					3500	
Utility liaison	914	1208	200					1500	
Photogrammetry	916	50						100	
Inventory needs	917							~~[illegible]~~	
Reconnaissance & Hydrology	918	12						100	
Engineering graphics	919								
Project Management	920	12						100	
Specifications	921		1000					3000	
Administrative Services (engineering)	922							100	
Environmental Section	923	21742	300					25,000	
Department of Transportation	924								
Air Monitoring	925								
Foundation investigation	926								
Free Bridge Design to county	927								
Training courses, confer. & seminars	950								
Employee relocation asst. program	955								
Personal leave	960								
Historical sites inventory	975								
Public hearing charges	980								
EEO monitoring expense	985								
"Non-State" employees travel	986								
TOTALS		88 863	63000					127,[illegible] ~~111,000~~	

FHWA 14-M-9718(1)
appr. 2-10-78 63,000

Sched. 9/23/82
FAIX after 12-11-81
IN Final DESIGN

Signature

Date 3-10-82 to complete PSE Dec for Unit 1 only, Unit 2 on hold
need $24,200 FAU, $40,400 FAIX

10,157

September 17, 1981

ACC

Mr. Winston W. Kurth
Assistant Director Eviromental Services
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

We have submitted a program to the Federal Highway Administration for approval of the R/W acquisition phase on the S.E. 97th Avenue - S.E. 122nd Avenue Section of Sunnyside Road.

Financial sharing of the R/W is:

Total Estimated Cost	$175,000
Less Federal Funds (85%)	148,750
Less State Share (9%)	15,750
COUNTY SHARE	$ 10,500

The attached sheet describes the three options for making your advance deposit. Please select an option and submit your deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DES:pf
Attachment

bcc w/AD # 946: Jon Rose, Metro
Doug Luth, Metro R/W
Vern Skoog - Please return completed AD # 946 when advance deposit is received.

-10,117

September 15, 1981 PRO 6-2

Dale E. Wilken
Division Administrator
Federal Highway Administration

D.E. Swan
Operation Programming Engineer

Project No. IX-9718(5)
S.E. 97th Ave.-S.E. 122nd Ave. Section
Right of Way
Clackamas County

I request authorization to proceed with the actual acquisition of right of way as programmed on the subject project for the portion from S.E. 97th Ave.-S E. 105th Ave. as outlined in red on the enclosed copy of right of way map 9B-18-14. The estimated cost of this portion of the project is $175,000 with $148,750 in federal funds. The enclosed copy of Mr. Lowe's memo of July 29, 1981 indicates no relocation assistance is involved.

Approval of this request will involve an increase in the estimated total cost and federal funds as follows:

	Appn Code	TC	FF	%
Present	772	$175,000.00	$148,750.00	85
Previous	772	160,000.00	136,000.00	85
Increase		$ 15,000.00	$ 12,750.00	

Funds for this increase are available from the supplemental FY '81 allocation. A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkc
Attachments

cc: J. Rose
Judy Smith
J. Boyd
F. Lowe
G. Zehner

PM File

Oregon State Highway Division
Salem, Oregon February 23, 1982

Federal Aid Project
No. IX-9718(5)

S.E. 97th Ave.-S.E. 122nd Ave. Section
Sunnyside Road in Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right of Way (Sta. 508+00 to Sta. 580+00)

Right of Way	All Required	$150,000.00
	SUBTOTAL	$150,000.00
	Acquisition Expense	25,000.00
	TOTAL	$175,000.00

Length of Project ---------- 1.363 miles

Federal Funds (85%)---------	$148,750.00
State Funds (9%)------------	15,750.00
County Funds (6%)-----------	10,500.00
TOTAL	$175,000.00

Group 1	100%
Prefix:	203-2536
Appn Code:	772

②

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State Oregon
County Clackamas
Project No. Ix-9718(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. S.E. 97th ave. – S.E. 122nd ave

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	9-18-81	1.363
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85%

ESTIMATED TOTAL COST OF PROJECT $ 175,000
FEDERAL FUNDS $ 148,750

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By

Assistant State Hwy Engineer
(Title)

By for H. S. Coulter

State Hwy Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: Dale C. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

CON

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: July 29, 1981

FROM: F. C. Lowe
Condemnation/Federal-Aid Coordinator

SUBJECT: S.E. 97th Ave.- S.E. 122nd Ave. Unit #1
Sunnyside Road
Clackamas County
Project #M-9718(1)

We have received 18 files on the above FAI-X project that is scheduled for the First Quarter of 1983. We have an estimate of $175,000 to acquire the necessary right-of-way and it will not require a moving or relocation allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration and provide us with a prefix. This estimate covers Files 52113 through 52130 as shown on map 9B-18-14.

FCL:jr

	TC	F.F
	$175,000	$148,750
oblig.	160,000	136,000
need	$15,000	$12,750-

add'l $ from supplemental IX funds per 8-27-81 letter from Spence.

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

10, 57

September 15, 1981 PRO 6-2

TO: Executive Department
Federal Aid Coordination Unit

FROM: D.E. Swan
Operation Programming Engineer

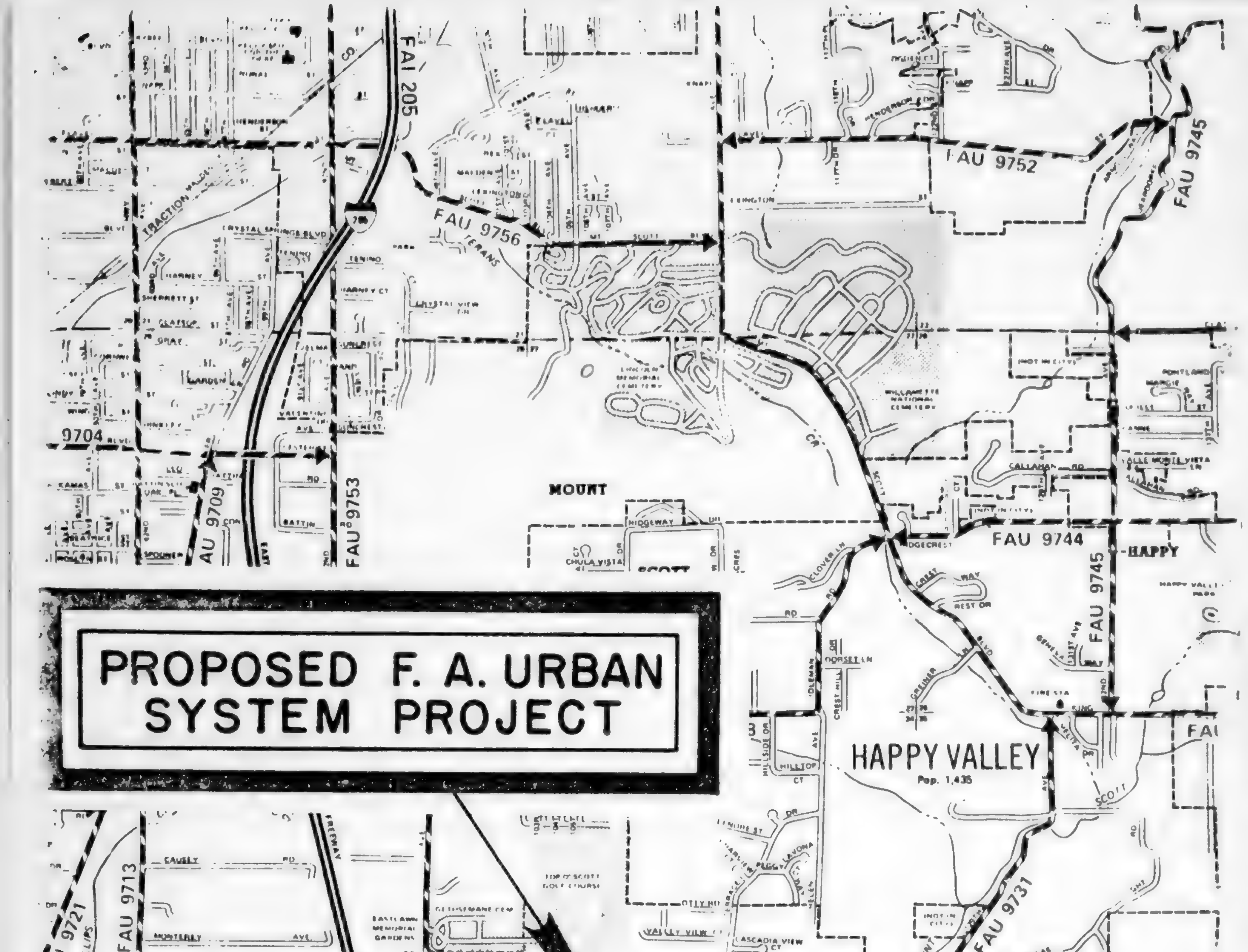
SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
80148	IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave. Sec. PNRS #7712-2-420 & 8107-2-470

CL:bkc
Enc.

cc: Dale E. Wilken, FHWA


PROPOSED F. A. URBAN SYSTEM PROJECT

FAI 205
FAU 9752
FAU 9745
FAU 9756
SCOTT
TENINO
CRYSTAL SPRINGS BLVD
TRACTION
HARNEY
CLATSOP
9704
AU 9709
FAU 9753
MOUNT
SCOTT
CHULA VISTA
WILLAMETTE NATIONAL CEMETERY
CALLAHAN
FAU 9744
HAPPY
HAPPY VALLEY PARK
FAU 9745
HAPPY VALLEY
Pop. 1,435
MOUNT SCOTT
FAU 9731
NICHOLAS
FAU 9713
FAU 9721
PHILLIPS
713
CAUSEY
MONTEREY
FREEWAY
FAU 9753
EASTLAWN MEMORIAL GARDENS
GETHSEMANE CEM
VALLEY VIEW
CASCADIA VIEW
BISON
FAU 9718
SUNNYSIDE
SUNNYBROOK
MOUNT
TALBERT
205
MATHER
FAU 9731
ECHO VALLEY
SUMMERS LN
ALMOND CT
SUNNYSIDE
LAKE
CARNATION
MARIGOLD
MAGNOLIA
CAMP WITHYCOMBE

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

NO.

FORM PR-1
(REV. 4-61)

2-18-81

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) Co. Rd. Sunnyside Rd. Interch. (I-205) E. 1.57 mi.	**ADT**	PRESENT 11,200	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 772	ITEM NO. 80148

OPOSED WORK (35 typewriter of Way	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTHYR	PROJECT NUMBER PREFIX LETTER(S) IX- · NUMBER 9718 · SEQ. NO. (5) I. Projects Only: POST MI. · DESIG.

L FUNDS: Interstate Substitutions General Funded

COUNTY NAME: Clackamas · CODE 005

REA: Portland

ROUTE NO.: U · FEDERAL-AID 9718 · STATE Co. Rd. · U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS County 6%	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW Topics		"SE 97th Ave.-SE 122nd Ave. Section."	1.57	160,000	(I-505) 136,000	14,400	9,600	
CONST (CODE)								ROW-80' normal; Access Control-none; Parking Restrictions- complete.
RED BY CL		PROJECT TOTALS	1.57	160,000	136,000	14,400	9,600	

AM APPROVAL DATES
2-1-78
10-1-80

REMARKS
Additional Data: item 80148 Project No. M-9718(1).

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

2-18-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. Sunnyside Rd. Interch. (I-205) E. 1.57 mi. 21 65	ADT	PRESENT 11,200	FUTURE ---- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right of Way 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX- 14 23	NUMBER 9718 7

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded		COUNTY NAME Clackamas			CODE 005 (14) (16)
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U	FEDERAL-AID 9718	STATE Co. Rd. (32) (36)	U.S. --- (37) (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS County 6%
1	(14-15)	(16	41	42	43 48	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW Topics		"SE 97th Ave.-SE 122nd Ave. Section."	1.57	160,000	(I-505) 136,000	14,400	9,600
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.57	160,000	136,000	14,400	9,600
1	14	PROGRAM APPROVAL DATES 2-1-78 10-1-80			(16) (23)	(24) (33)		

ROW
Acc
Pa
com

REMARKS
Additional Data: item 80148 Project

USC

S.E. 97th Ave.-S.E. 122nd Ave. Section
Project No. IX-9718(5)

Project Data: Work consists of right of way acquisition all phases as required for the future construction to widen the existing facility to provide for 4 travel lanes with a 14 foot left turn median from the Sunnyside road interchange to 105th Ave. and 2 travel lanes with a 14 foot left turn median from 105th Ave. to 122nd Ave.

FHPM 7-7-2 Requirements: Major action project requiring preparation of an environmental assessment and FONSI concurred in by FHWA on October 29, 1980.

FHPM 7-7-5 Requirements:

a) Public Hearings ---- Will be offered
b) Location/Design ---- Approval will be granted upon approval of the FONSI

Note: 1) This project is in Congressional District No. 3.
2) No relocation assistance involved
3) Included in FY '81 AP in MSD FY '81 TIP/AE, Page 91 item 89.

10,157

CON

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: July 29, 1981

FROM: F. C. Lowe
Condemnation/Federal-Aid Coordinator

SUBJECT: S.E. 97th Ave.- S.E. 122nd Ave. Unit #1
Sunnyside Road
Clackamas County
Project #M-9718(1)

We have received 18 files on the above FAI-X project that is scheduled for the First Quarter of 1983. We have an estimate of $175,000 to acquire the necessary right-of-way and it will not require a moving or relocation allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration and provide us with a prefix. This estimate covers Files 52113 through 52130 as shown on map 9B-18-14.

FCL:jr

	TC	F.F
	$175,000	$148,750
oblig.	160,000	136,000
need	$15,000	$12,750 –

[illegible]

PROJECT [illegible]
S.E ☐ S.E
FILE ☐ RE ☐
REFERRED TO
FOR
FILE: P&I FA LG.

6

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8354

Date: February 11, 1981

File No: 303-1904

TO: FRANK TERPIN
Location Engineer - Salem

FROM: Curtis H. Duval
CURT DUVAL
Metro Location Engineer

SUBJECT: SE 97th-SE 122nd Avenue
Sunnyside Road
Clackamas County

to Final Design
2-17-81

The Oregon Fish and Wildlife has requested that we design the wingwall apron of the RCBC extension at Station 535+87 in such a manner as to maintain an eight (8) inch minimum flow of water for first passage.

This could be accomplished by raising the wingwall apron outside the box line above the box flow line, similar to the aprons constructed on the Drain-Rock Cr. Section of the Umpqua Highway, Contract No. 8364

pv

cc Jim McClure
Gary Potter
Jef Kaiser

RECEIVED
FEB 13 1981
LOCATION
SECTION

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8245
Date: January 19, 1981

File No: 303-1904

TO: F.E. TERPIN
Location Engineer

FROM: CURTIS H. DUVAL
Metro Location Engineer

Curtis H Duval

SUBJECT: LOCATION SURVEY
S.E. 97th-S.E. 122nd Ave. (Sunnyside Road)
Unit I S.E. 97th-S.E. 105th
Clackamas County
Prefix: 303-1904

Herewith the following data pertaining to subject

To L.E. George
1 roll mylar signal vicinity map showing construction centerline and lane designations for new typical section.(revised Jan. 19, 1981)
Map also shows future construction by others.

To Lyle Watson
1 roll sepia detail map with revisions showing new typical section, construction centerline and future construction by others.(revised Jan 19, 1981)

To Hank Wakerlig
1 roll mylar detail map with revisions showing new typical section, construction centerline and future construction by others.(revised Jan 19, 1981)
1 folder computer computations showing calculations for '12'(construction) centerline.
All computations, sketches and maps transmitted to E. J. Dunn by Hank Wakerlig.

CC: File
L.E. George
Lyle Watson
Hank Wakerlig

RECEIVED
JAN 21 1981
LOCATION SECTION

REFERRED TO Phil
By Location Engineer

10,157

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO
LOC 17

TO: D. H. Moehring
Asst. State Highway Engineer

Attn. D. E. Swan

DATE: December 3, 1980

From: George C. Wills
for Frank E. Terpin
Location Engineer

Subject: I-205 - S.E. 122nd Avenue
Sunnyside Road
Clackamas County
M-9718(1)

A supplemental survey authorization has been initiated to authorize preliminary engineering expenditures which exceed those programmed with FHWA. To assist you in reprogramming for additional Federal participation, we offer the following justification:

> The scope of the work has been significantly increased from the original concept. The revised proposal includes widening to a multilane facility with right-of-way requirements.
>
> The FHWA has concurred in reclassifying the project as a Category 2 (up from a Category 3).

Present Authorization	$ 63,000
Additional	64,150
TOTAL	$127,150

The attachment shows a breakdown of the preliminary engineering estimate.

JWG:ja

Attachment

cc/enc. Max Klotz

12-10-80
Max says MSD
has transferred Funds.
G

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	52 000	52 000
902	Citizens involvement		
903	Payment to local government	3 000	3 000
904	Consultant fees		
905	Final Design	3 000	20 000
906	Bridge Design	2 000	2 000
907	Preliminary design		750
908	Field testing section (construction)		
909	Right of way descriptions	600	15 000
910	Soils and geology	500	3 200
911	Signing (traffic department)		7 500
912	Landscape department		
913	Right of way - liaison & relocation	400	3 500
914	Utility liaison	200	800
915	Audits by Accounting Section		
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology		
919	Engineering graphics		
920	Project management		200
921	Specifications	1 000	4 000
922	Administrative Services - engineering		200
923	Environmental Section	300	15 000
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		
950	Training courses, conferences & seminars		
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 63 000	$ 127 150

Section: I-205 - SE 122ND AVE

Highway: SUNNYSIDE RD.

County: CLACKAMAS

Prefix: 303-1904

Memo - to the - File
10-16-80
From Phillip Lewellyn

unit 1 & Unit 2
SE 97th - SE 122nd Ave
(Sunnyside Road)
Clackamas County
prefix 303-1904

Gary Zehner called Gary Potter this date about a letter from Potter to Hunter regarding changing the environmental class. of this project.

Potter says — being that the design of this project has been changed since first concieved it now needed to be classed as a Category 2 and will need a FONSI.

All work that normally is done after design approval is now not authorized and work is now authorized only through design approval

P. Lewellyn

10,157

Clack

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: Oct. 15, 1980

File No: 303-1904

TO: MR. D. O. CHRISTENSEN
Final Design Engineer

Curtis H. Duval

FROM: CURT DUVAL
Metro Location Engineer

SUBJECT: SE 97th - SE 122nd Avenues
Sunnyside Road
Unit II SE 105th - SE 177th Avenue
Clackamas County

Clackamas County requested the typical section for Unit II of the subject project to include two 14-foot travel lanes and two 10-foot shoulders. This request allows for a future roadbed section of two 11-foot travel lanes, one 14-foot left-turn lane, and two 6-foot shoulders.

po

cc: Rob Cameron

REFERRED TO
✓ Stoudenmeyer DNJ
Beard
Mann
Cole
Watson
Eriksen
Lau
Dorn
Hager
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
I Christensen Don
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 16 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

10,157

9-22-80

REGON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE
UNIT I SE 97TH - SE 105TH

Addition
SHEET 1 OF 1
DATE 9/8/80
PREFIX: 303-1904
COUNTY Clackamas
ESTIMATE
PREPARED BY L.A.G.

SECTION SE 97th - SE 122nd
KIND OF WORK Grading & Paving LENGTH
SOURCE OF PRICES Bruce Walton DATE 9/5/80
Ken Rolfe DATE 9/8/80
DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
●	Concrete Walks	608	Sq Yd	1415	15.00	21 22
	Engineering & Contengcies (30%)					637
						27 60
	R/W					100 0
						859,350
						$959,350

RECD 9-22-80

Earl Mershon says County is getting more funding for Units I & II. We should process both Units thru. PS&E, Acquire R/W and Const. Unit I

POOR

ORIGINAL

DOCUMENT(S)

EGON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE

SHEET 1 OF 3
DATE Aug 19, 1980
PREFIX: 303-1904
COUNTY Clackamas
ESTIMATE
PREPARED BY

SECTION UNIT I SE 97th - SE 105th
SE 97th - SE 122nd Sunnyside Road

KIND OF WORK Grading, Paving, Signals
LENGTH 0.5 mi

SOURCE OF PRICES Cost Analysis Salem (Bruce)
DATE 8-21-80
Bill [illegible] Office ([illegible]
DATE 8-25-80
DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
.	Mobilization (8%)	110	All	All	Lump Sum	47,0
	Temporary Protection and Direction of Traffic (5%)	111	All	All	Lump Sum	27,9
	Temporary Signs		Sq ft	274	6^{00}	1,6
	Flagmen		Hrs	480	23^{50}	11,28
	Plastic Safety Markers		Ea	100	80^{00}	8,0
3.	Clearing and Grubbing	201	Acres	All	Lump Sum	2,0
4.	Removal of Structures and Obstructions	202		All	Lump Sum	1,0
5.	General Excavation	203	CY	2762	8^{00}	23,0
6.	Trench Excavation	206	CY	1670	10^{00}	16,70
	Extra For Pipe Under Pavement		LF	280	15^{00}	4,20
7.	Finishing Roadbed and Slopes	222	Mi	0.8	Lump Sum	6,0
8.	Aggregate Base (1"-0)	304	Ton	573	15^{00}	8,5
9.	Lime Treated Subgrade	307	Sq Yd	8969	3^{50}	31,3
	Lime		Ton	100	85^{00}	8,50
10.	Plant Mix Bituminous Base	401	Ton	3457	19^{00}	65,6
	Asphalt in Mixture		Ton	190	235^{00}	44,6
11.	Class 'B' Asphalt Wearing Crse.	403	Ton	2202	19^{00}	41,8
	Asphalt in Mixture		Ton	154	235^{00}	36,
12.	Emulsified Tack Coat	407	Ton	2.26	300^{00}	6

OREGON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE

SHEET 2 OF 3
DATE Aug. 19, 1980
PREFIX: 303-1904
COUNTY Clackamas
ESTIMATE
PREPARED BY [illegible]

UNIT I SE 97th - SE [illegible]
SECTION SE 97th - SE 122nd Sunnyside Road

KIND OF WORK Grading, Paving, Signals LENGTH 0.5 mi.
SOURCE OF PRICES [illegible] Salem (Bruce) DATE 8-21-80
Bill [illegible] (Traffic) DATE 8-25-80
DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
13	Perforated Drain Pipe 6"	603	Lf.	1890	7.50	14,1
	Storm Sewer 12"		Lf.	1040	16.00	16,6
	Storm Sewer 15"		Lf.	750	17.00	12,7
	Storm Sewer 18"		Lf.	650	22.00	14,3
	Storm Sewer 24"		Lf.	66	33.00	2,18
14	Manholes (5' Max depth)	604	Ea	1	1500.00	1,5
	Inlets (Type G-2)		Ea	17	500.00	8,50
15.	Special Filter Material in Drains	605	CY	337	15.00	5,0
	Filter Cloth		SqYd	2412	2.50	6,0
	Barrier Fence 20' high	607	Lf	160	Lump Sum	5,0
16.	Concrete Sidewalk	608	SqYd	28	17.00	48
17.	Concrete Curb (Type 'C')	609	Lf	3215	6.00	19,
18.	Extra for Asphalt Approaches	610	Ea	18	200.00	3,
	Extra for Street Connections		Ea	5	200.00	1,0
19.	Adjust Sanitary Manholes	628	Ea	8	250.00	2,00
	Adjust Storm Sewer Manholes		Ea	2	250.00	50
	Adjust Inlets		Ea	2	250.00	50
	Salvage and Reinstall Rural Route Mailboxes		Ea	13	75.00	9
	Adjust Water Valve Boxes		Ea	9	BY OTHERS.	
	Adjust Water Meter Boxes		Ea	2	BY OTHERS	

GON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE

SHEET 3 OF 3
DATE Aug. 19, 1980
PREFIX: 303-1904
COUNTY Clackamas
ESTIMATE
PREPARED BY

SECTION UNIT I SE 97th SE 105th
SE 97th - SE 122nd Av- Sunnyside Road
KIND OF WORK Grading, Paving, Signals LENGTH 0.5 mi
SOURCE OF PRICES Cost Analysis Salem (Bruce) DATE 8-21-80
Bill [illegible] Office (Irwin) DATE 8-25 80
DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
9.	Relocate Water Meters	628	Ea	8	BY OTHERS	
	Relocate Fire Hydrant		Ea	2	BY OTHERS	
	Adjust Gas Valve Boxes		Ea	3	BY OTHERS	
	Relocate Power Poles		Ea	5	BY OTHERS	
	Adjust Telephone Manholes		Ea	1	BY OTHERS	
	Relocate Telephone Service Boxes		Ea	4	BY OTHERS	
	Relocate Telephone Poles		Ea	4	BY OTHERS	
0.	Painted Wooden Sign Posts	642	Bd.Ft.	86	4.00	34
21.	Permanent Signs (Type 'D')	645	Sq.Ft.	34	10.00	34
2.	Install Traffic Signals (Complete)	661	Ea	2	Lump Sum	130,0
	Additional Anticipated Items					
23	Movement of Utilities Outside of R/W			All	Lump Sum	1,00
4	Permanent Striping			All	Lump Sum	4,14
5	Signal Controler Testing			All	Lump Sum	2,20
	Furnishing Of Software			All	Lump Sum	70
	SUB TOTAL					639,45
	Engineering and Contingencies (25%)					159,8
	SUB TOTAL					799,35
	R/W and Slope Easements					60,0
	[illegible]					[illegible]

10,57

R.R. Cameron
Resident Location Engineer

August 29, 1980

ADDENDUM
NARRATIVE REPORT
SE 97th - SE 122nd Ave.
SUNNYSIDE ROAD
CLACKAMAS COUNTY
Prefix: 303-1904

STAGE CONST.: (Unit II) Investigation of the project area showed no adequate or expedient alternate routes for traffic in the area of 122nd Ave.

Stage construction involving the method described in detail in the narrative report is less costly and more practical than a detour. Considerable property damage would be incurred if a detour were to be constructed.

Suggestion has been made that temporary lighting for the stage construction area at 122nd Ave. would reduce traffic hazard and confusion during the hours of darkness. The Quantity Summary and Cost Estimate does not include provision for this item.

SIGNALIZATION: (Unit I) The Transportation Analysis Group at Metro advises that due to the close proximity of the proposed signals to the I-205 ramp signals, and the traffic volume forecast, traffic flow problems will arise by 1985.

Two recommendations were made by the group:

A. The Northbound I-205 offramp at Sunnyside Road should be widened to three lanes. Striping changes and minor widening be done between the freeway overcrossing structure and 97th St. Modification of striping on the structure would be required.

B. Clackamas County should be urged to hasten the completion of the proposed street north of the Kaizer Medical Center, with a target date of 1985.

These modifications are beyond the scope of the current project.

R.R. Cameron
Res. Location Engineer

August 22, 1980

NARRATIVE REPORT
SE 97th - SE 122nd Avenue
SUNNYSIDE ROAD
Clackamas County
Prefix: 303-1904

PURPOSE: This project provides for the upgrading and improvement of Sunnyside Road from SE 97th Ave. (Stevens Road) to SE 122nd Ave., providing for increased traffic loads due to the development of the surrounding area.

GENERAL: This project has been divided into two units -- reference: Memo to File, dated July 21, 1980. Unit I extends from SE 97th Ave. to SE 105th Ave. and will be advanced ahead of Unit II. Unit II extends from SE 105th Ave. to SE 122nd Ave.

MAJOR FEATURES: (Unit I) Sunnyside Road is to be widened to 64 feet in width, providing 4 travel lanes and left turn refuges at SE 97th and both entrances to Kaiser Medical Center, tapering to 48 feet in width at a point 600 feet East of the Easterly entrance to Kaiser Medical Center. The 48 foot width will continue Easterly to 105th Ave., providing 2 travel lanes 14 feet in width and shoulders 10 feet in width.

97th Ave. South of Sunnyside Road will remain as it is constructed, with changes only in the striping plan.

97th Ave. North of Sunnyside Road will be widened to 44 feet in width, providing 3 lanes for minimum storage length, then tapering to the existing width at a point 500 feet Northerly of the intersection. All major work will be done on the Westerly side.

(Unit II) Sunnyside Road will be widened to a 48 foot width providing 2 travel lanes 14 feet in width and shoulders 10 feet in width. Left turn refuges will be provided at 122nd Ave. on Sunnyside Road. SE 122nd Ave will be widened to a width of 28 feet through the intersection.

CURB: (Unit I) Type 'C' curb will be required along the Northerly side of Sunnyside Road from 97th Ave. to 105th Ave. and along the Southerly side of Sunnyside Road from the Easterly entrance to Kaiser Medical Center to 105th Ave.

Existing curb from SE 97th to the Easterly entrance to Kaiser Medical Center, along the Southerly side of Sunnyside Road is to be left in place. The overlay will be feathered to match the curb.

Curb will be required on both sides of 97th Ave. Northbound for a distance of approximately 125 feet from the intersection.

(Unit II) Several short runs of curb will be required to replace curb removed due to changes in grade.

DRAINAGE: (Unit I) The existing ditch along the left side of Sunnyside Road from SE 97th to SE 105th will be replaced by a storm sewer connecting to the existing system flowing toward 82nd Ave. That system was installed at the time of I-205 construction and was designed to handle improvements East of SE 97th Ave.

(Unit II) Due to widening of the roadway, minor changes to the existing system at Engineers' Station 557$^{\pm}$ will be required.

The 3' X 3' box culvert at Engineers' Station 535 + 85 will require extending on the right side only. A drainage easement will be required.

The 10' X 8' box culvert at Engineers' Station 564 + 68 will be extended left and right. Drainage easements will be required at both ends of the box culvert.

GUARD RAIL & BARRIERS: (Unit I) No guard rail or barriers will be required.

(Unit II) Guard rail will be required through the embankment area Engineers' Station 563 + 00 - 567 + 00.

Extensive damage to properties at Engineers' Stations 568$^{\pm}$ Rt. and 581 + 00$^{\pm}$ Lt. will be avoided by the use of shoulder barrier also serving as a retaining wall.

DRIVEWAYS: (Unit I) Driveways located at Engineers' Stations '97th' 2 + 35 Rt., 'L' 514 + 25 Lt., 515 + 23 Lt., 515+ 81 Lt., and 517 + 62 Lt. will require partial reconstruction.

Elimination of the parking area right of 97th Sta. 1 + 50 is recommended.

(Unit II) Driveways located at Engineers' Stations 'L' 536 + 35, 540 + 75 and 579 + 15 will require reconstruction.

SURFACING: (Unit I) New surfacing is to be 6" of lime treated subgrade, 7" of bituminous base course and 2" of class "B" asphalt wearing course. Existing pavement will have a 2" overlay of class "B" asphalt wearing course.

(Unit II) Surfacing for Unit II will be the same as Unit I except in the area of 122nd Ave. where aggregate embankment is used. Through this area no lime treatment will be needed, paving depth could be reduced.

SIGNALIZATION: (Unit I) Clackamas County has requested the placement of two signals, one at the intersection of 97th and Sunnyside and one at the main (Westerly) entrance to Kaiser Medical Center.

This request is due to development plans for Kaiser Medical Center expansion and a proposed development on the Northerly side of Sunnyside Road opposite Kaiser Medical Center. This development will include a new street to the North, opposite the main (Westerly) entrance to Kaiser Medical Center, connecting to 97th.

(Unit II) No signalization is requested at this time.

STAGE CONSTRUCTION: (Unit I) No stage construction is required.

(Unit II) Achievement of the requested 40 MPH design speed requires only minor changes in the overall existing grade. The vertical alignment in two areas will require stage construction.

The first area is from Engineers' Station 532 + 00 to 554 + 00.

Stage I: Traffic will utilize the existing roadway while partial construction of the embankment and a temporary surfacing are placed on the Eastbound side providing 26 feet of travel area.

Stage II: Traffic will then use the Eastbound 26 feet while the Westbound side is completed to the top of bituminous base course.

Stage III: Traffic will then use the Westbound side while the Eastbound is brought to grade.

The final 2" of wearing course may be paved under traffic.

No unusual traffic problems are anticipated in this area of stage construction.

The second area requiring stage construction due to vertical alignment change is from Engineers' Station 575 + 00 to 585 + 50, which includes the intersection with 122nd Ave.

Stage construction through the intersection presents unusual traffic flow problems for the following reasons:
1) Depth of embankment at the intersection.
2) Traffic utilizing 122nd Ave. can not be rerouted due to the absence of other available routes.

Recommendation is made that a partial area through the intersection be a crushed aggregate embankment with a 5% emulsion mixture in the watering, enabling traffic to flow during embankment construction.

Stage I : Traffic will utilize the existing roadway while partial construction of the embankment and a temporary surfacing are placed on the Eastbound side providing 26 feet of travel area.

Stage II : Traffic will utilize the Eastbound 26 feet while the Westbound embankment and surfacing Stas. 575 + 00 to 577 + 90 and 582 + 90 to 585 + 50 are brought to the top of bituminous base course grade. A crushed aggregate ramp through the intersection, Stations 577 + 90 to 582 + 90 is to be constructed at the same time.

Stage III : Traffic will utilize the Westbound side while embankment, surfacing and aggregate ramp are constructed on th e Eastbound side in the same manner as in Stage II. Completion of the aggregate embankment, Sunnyside Road Stations 577 + 90 to 582 + 90 and 122nd Ave. Stations 9 + 00 to 13 + 00 will consist of systematic lifts of compacted aggregate base placed in a manner that will not impede traffic to any great extent. Care must be taken to provide access through the intersecion at all times.

UTILITES: Seven utilities are located within the limits of both units. The jurisdictions of the utilities are further described in the utilities report.

(Unit I) Major items include relocation of 2 fire hydrants, 4 telephone poles. 4 telephone service boxes and 5 power poles, one of which lies on private property.

(Unit II) Major items include relocation of 28 telephone poles, 22 power poles, 2 fire hydrants, a telephone control cabinet and a high voltage cabinet.

SAFETY: (Unit I) Adequate flagging and temporary plastic safety markers are sufficient to control traffic.

Due to the depth of the base recommendation is made that vertical cuts at the edge of the pavement be closed at the end of the shift.

(Unit II) The same general principles will apply to this unit.

Temporary striping should be utilized in the stage construction areas.

RIGHT OF WAY: (Unit I) R/W taking and damages are estimated at $ 60,000.

No drainage easements are required.

Construction permits from the property owners will be required for 5 driveways.

No relocation will be required.

(Unit II) R/W taking and damages are estimated at $ 70,000.

Drainage easements will be required for the construction of box culvert extensions.

Construction permits from the property owners will be required for 3 driveways.

No relocation will be required.

ANTICIPATED CONSTRUCTION PROBLEMS:

(Unit I) Access to adjacent properties should be maintained.

13 Rural Route mailboxes will require relocation and should be accessable to the rural route carrier at all times.

(Unit II) Access to adjacent properties should be maintained.

29 Rural Route mailboxes will require relocation and should be accessable to the rural route carrier at all times.

Reconstruction of the sanitary manhole and adjustment of the water valve boxes in the intersection of 122nd Ave. would best be accomplished as the aggregate embankment is placed.

ADDENDUM
NARRATIVE REPORT
S.E. 97th-S.E. 122nd AVE.
SUNNYSIDE ROAD
CLACKAMAS COUNTY
PREFIX: 3-301904

R.R. CAMERON
RESIDENT LOCATION ENGINEER

AUGUST 28, 1980

FENCES: (UNIT I) A 20 foot high by 160 foot ±-barrier fence is suggested along the Golf Course property to prevent errant golf balls from entering the roadway. A thorough study of this problem has not been done. A construction easement would be needed for the construction of this fence.

FUNDING: (UNIT II) In the event of a shortage of funds to complete UNIT II as one project, it would be feasible to break it into two units near Valley View Terrace Road. Vertical and horizontal alignments and drainage would cause no problems if a division were to occur at this point.

OREGON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE

SHEET 1 OF 3
DATE Aug 19, 1980
PREFIX: 303-1904
COUNTY Clackamas
ESTIMATE
PREPARED BY J. Stuchy

UNIT I SE 97Th - SE 105Th
SECTION SE 97Th - SE 122nd Sunnyside Road

KIND OF WORK Grading, Paving, Signals LENGTH 0.5 mi
SOURCE OF PRICES Cost Analsis Salem (Bruce) DATE 8-21-80
Bill Zirbies Office (Irwin) DATE 8-25-80
DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1.	Mobilization (8%)	110	All	All	Lump Sum	47,000
2.	Temporary Protection and Direction of Traffic (5%)	111	All	All	Lump Sum	27,975
	Temporary Signs		Sq ft	274	6^{00}	1,645
	Flagmen		Hrs	480	23^{50}	11,280
	Plastic Safety Markers		Ea	100	80^{00}	8,000
3.	Clearing and Grubbing	201	Acres	All	Lump Sum	2,000
4.	Removal of Structures and Obstructions	202		All	Lump Sum	1,000
5.	General Excavation	203	CY	2762	8^{00}	23,000
6.	Trench Excavation	206	CY	1670	10^{00}	16,700
	Extra For Pipe Under Pavement		Lf	280	15^{00}	4,200
7.	Finishing Roadbed and Slopes	222	Mi	0.8	Lump Sum	6,000
8.	Aggregate Base (1"-0)	304	Ton	573	15^{00}	8,595
9.	Lime Treated Subgrade	307	Sq Yd	8969	3^{50}	31,395
	Lime		Ton	100	85^{00}	8,500
10.	Plant Mix Bituminous Base	401	Ton	3454	19^{00}	65,630
	Asphalt in Mixture		Ton	190	235^{00}	44,650
11.	Class 'B' Asphalt Wearing Crse.	403	Ton	2202	19^{00}	41,840
	Asphalt in Mixture		Ton	154	235^{00}	36,190
12.	Asphalt Tack Coat	407	Ton	2.26	300^{00}	680

OREGON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE

SHEET 2 OF 3
DATE Aug. 19, 1980
PREFIX: 303-1904
COUNTY Clackamas
ESTIMATE
PREPARED BY J. Stucky

UNIT I SE 97th - SE 105th
SECTION SE 97th - SE 122nd Sunnyside Road

KIND OF WORK Grading, Paving, Signals LENGTH 0.5mi
SOURCE OF PRICES Cost analsis Salem (Bruce) DATE 8-21-80
Bill Zirbies office (Irwin) DATE 8-25-80
DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
13	Perforated Drain Pipe 6"	603	Lf.	1890	$7^{\underline{50}}$	14,175
	Storm Sewer 12"		Lf.	1040	$16^{\underline{00}}$	16,640
	Storm Sewer 15"		Lf.	750	$17^{\underline{00}}$	12,750
	Storm Sewer 18"		Lf.	650	$22^{\underline{00}}$	14,300
	Storm Sewer 24"		Lf.	66	$33^{\underline{00}}$	2,180
14	Manholes (5' Max depth)	604	Ea	1	$1500^{\underline{00}}$	1,500
	Inlets (Type G-2)		Ea	17	$500^{\underline{00}}$	8,500
15.	Special Filter Material in Drains	605	CY	337	$15^{\underline{00}}$	5,055
	Filter Cloth		SqYd	2412	$2^{\underline{50}}$	6,030
	Barrier Fence 20' high	607	LF	160	Lump Sum	5,000
16.	Concrete Sidewalk	608	SqYd	28	$17^{\underline{00}}$	480
17.	Concrete Curb (Type 'C')	609	Lf	3215	$6^{\underline{00}}$	19,290
18.	Extra for Asphalt Approaches	610	Ea	18	$200^{\underline{00}}$	3,600
	Extra for Street Connections		Ea	5	$200^{\underline{00}}$	1,000
19.	Adjust Sanitary Manholes	628	Ea	8	$250^{\underline{00}}$	2,000
	Adjust Storm Sewer Manholes		Ea	2	$250^{\underline{00}}$	500
	Adjust Inlets		Ea	2	$250^{\underline{00}}$	500
	Salvage and Reinstall Rural Route Mailboxes		Ea	13	$75^{\underline{00}}$	975
	Adjust Water Valve Boxes		Ea	9	BY OTHERS	
	Adjust Water Meter Boxes		Ea	2	BY OTHERS	

OREGON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE

SHEET 3 OF 3
DATE Aug. 19, 1980
PREFIX: 303-1904
COUNTY Clackamas
ESTIMATE
PREPARED BY J. Stucky

UNIT I SE 97th - SE 105th
SECTION SE 97th - SE 122nd Ave Sunny Side Road

KIND OF WORK Grading, Paving, Signals LENGTH 0.5 mi.
SOURCE OF PRICES Cost Analsis Salem (Bruce) DATE 8-21-80
Bill Zirbies Office (Irwin) DATE 8-25 80
DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
19.	Relocate Water Meters	628	Ea	8	BY OTHERS	
	Relocate Fire Hydrant		Ea	2	BY OTHERS	
	Adjust Gas Valve Boxes		Ea	3	BY OTHERS	
	Relocate Power Poles		Ea	5	BY OTHERS	
	Adjust Telephone Manholes		Ea	1	BY OTHERS	
	Relocate Telephone Service Boxes		Ea	4	BY OTHERS	
	Relocate Telephone Poles		Ea	4	BY OTHERS	
20.	Painted Wooden Sign Posts	642	Bd.Ft.	86	4.00	345
21.	Permenant Signs (Type 'D')	645	Sq.Ft.	34	10.00	340
22.	Install Traffic Signals (Complete)	661	Ea	2	Lump Sum	130,000
	Additional Anticipated Items					
23	Movement of Utilities Outside of R/W			All	Lump Sum	1,000
24	Permenant Striping			All	Lump Sum	4,140
25	Signal Controler Testing			All	Lump Sum	2,200
26	Furnishing Of Software			All	Lump Sum	700
	SUB TOTAL					639,480
	Engineering and Contingencies (25%)					159,870
	SUB TOTAL					799,350
	R/W and Slope Easements					60,000
	TOTAL					859,350

Addition

SHEET 1 OF 1
DATE 9/8/80
PREFIX: 303-1904
COUNTY Clackamas
ESTIMATE
PREPARED BY L.A.G.

OREGON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE

SECTION SE 97th - SE 122nd
KIND OF WORK Grading & Paving
LENGTH
SOURCE OF PRICES Bruce Walton DATE 9/5/80
Ken Rolfe DATE 9/8/80
DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
●	Concrete Walks	608	Sq Yd	1415	15^{00}	21 225
	Engineering & Contengcies (30%)					6375
						27 600
	R/W					100 000

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 1 OF 1 SHEETS

SE 97th - SE 122nd
Sunnyside Rd
Clackamas County

Unit 1

Pedestrian / Bikeway

526+40
509+45

$$\frac{16\ 95 \times 7.5}{9} = 1415\ yd^2$$

Form 81-734-3363

16,157

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 303-1904 Highway Sunnyside Road Section SE 97Th - SE 122nd AVE. UNIT I SE 97Th - SE 105Th

Highway Class

Date August 26, 1980

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☒	☐	☐	b. Small Scale Ownership Map.
☐	☒	☐	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☒	☐	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☒	☐	☐	l. Coordinate Sheets.
☐	☒	☐	m. Clearing and Grubbing Chart.
☐	☒	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐	(1) Description of Bench Mark (Form E-185).
☐	☐	☐	(2) Report on Condition of Bench Mark (Form E-186).
☒	☐	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☒	☐	☐	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report.
☐	☒	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☒	☐	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☒	☐	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☒	☐	☐	3. Have all required temporary easements been designated as to area, type and duration?
☐	☒	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile? (seperate roll)
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☒	☐	☐	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☑	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☒	☐	☐	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☐	☒	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☐	☒	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature
Locating Engineer

Address 9002 SE McLOUGHLIN BLVD.
MILWAUKIE, ORE. 97222

Form 81-734-3363

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 303-1904 Highway Sunnyside Road Section SE 97Th - SE 122nd Ave UNIT II SE105Th-SE122nd Ave

Highway Class

Date August 26, 1980

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☒	☐	☐	b. Small Scale Ownership Map.
☐	☒	☐	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☒	☐	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☒	☐	☐	l. Coordinate Sheets.
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☐	☒	☐	r. Preliminary Soils and Material Report.
☐	☐	☒	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☒	☐	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☒	☐	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☒	☐	☐	3. Have all required temporary easements been designated as to area, type and duration?
☐	☒	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile? (Seperate Roll)
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☒	☐	☐	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☒	☐	☐	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☒	☐	☐	13. Will there be unusual difficulty in handling traffic during construction?
☐	☒	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature ....
Locating Engineer

Address 9002 SE MCLOUGHLIN BLVD.
MILWAUKIE, ORE. 97222

Form F-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.W. 97th Ave. - S.E. 122nd Ave.
Date February 28, 1978
Highway Sunnyside Road
Authorization No. 2
County Clackamas
Survey Prefix 303-1904 (Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly end of the survey is at the intersection of Stevens Road, also the southwest corner of the Top of Scott Golf Course. The easterly end of the survey is 300 feet east of the intersection of 122nd Avenue. The overall length is 1.57 miles.

Proposed:

Widen roadway 2-14' lanes with 10-foot shoulders for pedestrian/bikeway. Three left-turn channelizations.

Purpose of survey:

State to perform field survey, prepare plans, specifications, and estimate.

		Estimate of Cost
Field Survey	(901)	52,000
Citizen Participation	(902)	
City or County	(903)	3,000
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(906)	2,000
Preliminary Design	(907)	
R/W Descriptions	(909)	600
Soils & Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	400
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	300
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Category III

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 63,000
Previous authorization Re-Apportioned 63,000
Additional authorization requested . . . . -0-
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

SP*23604-734

Recommended for Approval:

Location Engineer

Approved:

Technical Services Engineer

10,157

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 1, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80148
Project No. M-9718(1)
S.E. 97th Ave.-S.E. 122nd Ave. Section
Clackamas County

Enclosed is data for the subject project:

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $63,000 with an obligation of $54,054 in federal funds.

CL:dmc
cc: M. Klotz, Metro
G. Zehner

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 1, 1978

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Sunnyside Rd. Intchge(I-205)to E. 1.57 mi.		5,000	15,000	98	10	Oregon	41	W36	80148

SED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Engineering								M-	9718 (1)			

NDS

COUNTY NAME: Clackamas — CODE: 005

land

ROUTE NO.: U — FEDERAL-AID: 9718 — STATE: Co. Rd. — U.S.: -

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE Topics		"SE 97th Ave. - SE 122nd Ave. Section"	1.57	63,000	54,054	4,473	4,473 (Co.)	ROW-60' min; Access Control-none; Parking Restrictions-Partial
ROW								
CONST (CODE)								
BY CL		PROJECT TOTALS	1.57	63,000	54,054	4,473	4,473 (Co.)	

PPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	U.S. DEPARTME BUREAU
DATE SUBMITTED TO W. O.	February 1, 1978	

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2)
		Co. Rd., Sunnyside Rd. Intchge(I-205)to E. 1.57 mi.		5,000	15,000	98	10	Oregon	41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SURV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO.
	Preliminary Engineering								M-	9718 (1)	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14) (16)
	Urban System	Clackamas	005

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37) (41)
Portland	U	9718	Co. Rd.	-

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CH PR (F
5					PE Topics			1.57	63,000	54,054	4,473	4,473 (Co.)	
5					ROW								
5					CONST (CODE)		"SE 97th Ave. - SE 122nd Ave. Section"						ROW-60' Access Parking Pa

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	(16) (23)	(24) (33)			
		CL		1.57	63,000	54,054	4,473	4,473 (Co.)

1 | 14 | PROGRAM APPROVAL DATES

REMARKS

-over-

USCOMM

SE 97TH AVE.-SE 122ND AVE. SECTION
PROJECT NO. M-9718(1)

Existing Facilities: Roadway consists basically of 2-10 foot travel lanes with 1 foot shoulders.

Adjacent Sections:
  W. End -- 4-12 foot travel lanes, 16 foot median and 5 foot sidewalk each side constructed under Project I-205-7(22)301.
  E. End -- 22 foot oil surface with 2 foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces and archeological salvage necessary for the future construction required to widen the existing facility to 48 feet for two travel lanes, left turn lanes where required and combination pedestrian/bicycle path on each side.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved

Airports: Camp Withycombe National Guard Airstrip is 1¼ miles south of the project and Trohs Memorial Park Airport (Private) is 2 miles northeast of the project. However, no conflict with the operation of either airstrip will result from this project.

FHPM 4-1-4 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated January 24, 1978 and January 4, 1978 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 1, 1977.

FHPM 7-7-5 Requirements:
  a) Public Hearings -- Not required under Oregon Action Plan.
  b) Location/Design -- Not a factor in the development of this project.

Data for PR-371:	Preliminary Engineering	Field Work	$52,000
		Archeological Salvage	1,000
		PS&E Preparation	10,000
		Total	$63,000

NOTE: 1) This project is in Congressional District No. 3
  2) In CRAG FY 78 TIP/AE as #59.

Form E-39 (Rev. 9-71) 10.157

Planning File No. 77-147 2

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SW 97th Ave-S.E. 122nd Avenue
Highway Sunnyside Road
County Clackamas

Date November 1, 1977
Authorization No. 1
Survey Prefix 303-1904 (Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly end of the survey is at the intersection of Stevens Road, also the southwest corner of the Top of Scott Golf Course. The easterly end of the survey is 300 feet east of the intersection of 122nd Avenue. The overall length is 1.57 miles.

Proposed:

Widen roadway 2-14' lanes with 10 feet shoulders for pedestrian/bikeway. Three left turn channelizations.

Purpose of survey:

County to perform field survey, preapre plans, specifications, and estimate.

State to monitor PE, review plans, ect. and complete PS & E.

M-9718 (1)
2-10-78

Category III

		Estimate of Cost
Field Survey	(901)	2,000
Citizen Participation	(902)	
City or County	(903)	53,000
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(906)	2,000
Preliminary Design	(907)	
R/W Descriptions	(909)	600
Soils & Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	400
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	300
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 63,000
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
Robert T. Ewen
R. T. Ewen, Metro Location Engineer

Recommended for Approval:
M. J. Klotz, Metro Technical Services Engineer

Recommended for Approval:
Location Engineer

Approved:
Tech. Serv. Engr. ~~[illegible]~~

SP*23604-734

[illegible] [ ] CONST [ ]
[illegible] APPR. 2-10-78

10,157

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 9, 1977
Section Stevens Rd. to S.E. 122nd Ave.
Unit (if appl)
County Clackamas
City
Highway Sunnyside Road
State Hwy. No.
Termini: M.P.(if appl) M.P. 0.76 to M.P. 2.11
Length 1.57
Region I
Construction Estimate $500,000.00 (FAUS)
Program Amount

B. Purpose of Project:

To upgrade and improve the portion of Sunnyside Road from Stevens Road to S.E. 122nd Ave. to provide for the increased traffic loads. This project will also improve the safety of this portion of roadway for pedestrian and bicycle traffic by providing a combination bicycle/pedestrian way on both sides of the road. Traffic flow will be improved through wider traffic lanes and the installation of left turn refuges at three principle intersections.

C. Origin & History of Project:

This portion of the roadway is recognized for improvement due to increased traffic loads generated by I-205 Freeway, Kaiser Medical Foundation development, a proposed regional shopping center, and subdivision development within the area. The project is being developed as a result of regional plan implementation and in response to complaints concerning this section of roadway.

D. General Description of Project:

Widen existing travel lanes, include a bicycle/pedestrian way on both sides of the road, include minor horizontal and vertical curve realignments. Left turn lanes are proposed for the intersections of Stevens Road, Kaiser Medical Foundation, and Southeast 122nd Avenue.

Alignment: New Existing x Combined
Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 1'-10'; Parking Yes
Proposed: No. Lanes 2 ; Med. No ; Shldrs. 10' ; Parking No
Traffic: Existing Facility: Existing ADT 5,000('75) Projected ADT ; Yr.
Existing Level of Service C
Proposed Facility: Projected ADT 15,000* ; Yr. 1980
Projected Level of Service D

*assumes that the "Clackamas Town Center" will be in operation

Right of Way: Additional anticipated Yes*; if yes, give approx. No. Parcels________
*possible slope easements only. Yes, No

Acres________; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: Materials would be available from local commercial suppliers. Waste material could be used in fill section between S.E. 117th Ave. and S.E. 122nd Ave. if deemed useable and suitable by the project engineer.

Type of Structure(s): The existing box culvert located at the base of a fill section between S.E. 117th Ave. and S.E. 122nd Ave. is to be extended to accommodate additional fill. The box culvert's inside dimensions are 8½ ft. high by 10 ft. wide.

Brief Description of River or Stream and Type of Involvement, if any: Mount Scott Creek which flows through the existing box culvert would be only moderately affected by the extension of the box culvert. No other lakes, ponds, etc. would be affected.

Local City, County or COG priorities of project: The County considers this project as a high priority among FAU projects to be submitted, and high priority for segments of roadways requiring upgrading.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): No build option.

Other Descriptive Information or Comments: Drainage facilities are to be provided for proposed development of the area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The general topography of this area is predominantly rolling hills and drainage ravines. The soils in the vicinity are clay with little or no slide hazards, and errosibility being moderate.

The drainage for the area is primarily from north to south across the existing facility. Minor surface run-off cross culverts are located within the project area with the primary drainage being via Mount Scott Creek flowing through a large box culvert near S.E. 117th Ave.

The surrounding flora consists primarily of small open field areas accompanying homes, with spots of brush and general landscaped areas fronting the road itself. There is some streambank vegetation near Mount Scott Creek crossing and a few small agricultural plots on either side of the road from Valley View Terrace Dr. easterly to the terminus of the project.

2. Cultural: This road is located within the urban boundaries and is indicated as a medium density and low density planned residential area according to the Comprehensive Plan. A large regional shopping complex("Clackamas Town Center")is planned for construction in 1978, adjacent to the project's western terminus between I-205 and 82nd Avenue. The center is expected to generate a considerable traffic increase on this facility.

Utilities located within the project area are as follows:

Water - Mt. Scott Water District, Clackamas Water District
Gas - Northwest Natural Gas Co.
Electric - Portland General Electric - Oregon City Division.
Sewer - Clackamas County Service District No. 1.
Communications - Pacific Northwest Bell Telephone; Continental Telephone

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Temporary removal of vegetation on slope easements (if easements are required).

2. Estimated Impact on Traffic Patterns: Project will improve traffic flow characteristics for this section of the roadway and improve safety to all roadway users including pedestrian and bicycle traffic.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use: The access improvement afforded by this project is not significant enough to affect existing land use trends.

Consequences:

4. Expected Impact on Natural Ecological Resources: Slight temporary impacts on the stream during box culvert construction. Temporary removal of vegetation on cut and fill slopes.

Consequences: Increased run-off until cut and fill slopes become covered with grasses and natural undergrowth.

5. Expected Impact on Cultural and Scenic Resources: Some residents are presently using the right-of-way for frontage parking. This will be eliminated.

Consequences: Reduced residential parking.

6. Preliminary Identification of Areas of Critical Concern: Fill section and stream crossing between 117th and 122nd Avenues.

7. Potential for Controversial Issues: Parking area reduction for residences.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans The project will improve traffic flow slightly, hence have a positive but negligible impact on air quality. This improvement will be more than offset by the proposed regional shopping complex. An indirect source permit may be required.

b. Noise Standards No measurable change is expected to result.

c. Water Quality Standards No anticipated change except minor turbidity and siltation during construction of box culvert. These will be held to a minimum by specifications.

d. Area Land Use and Transportation Plans, and Zoning Project is in compliance with the local Comprehensive Plan.

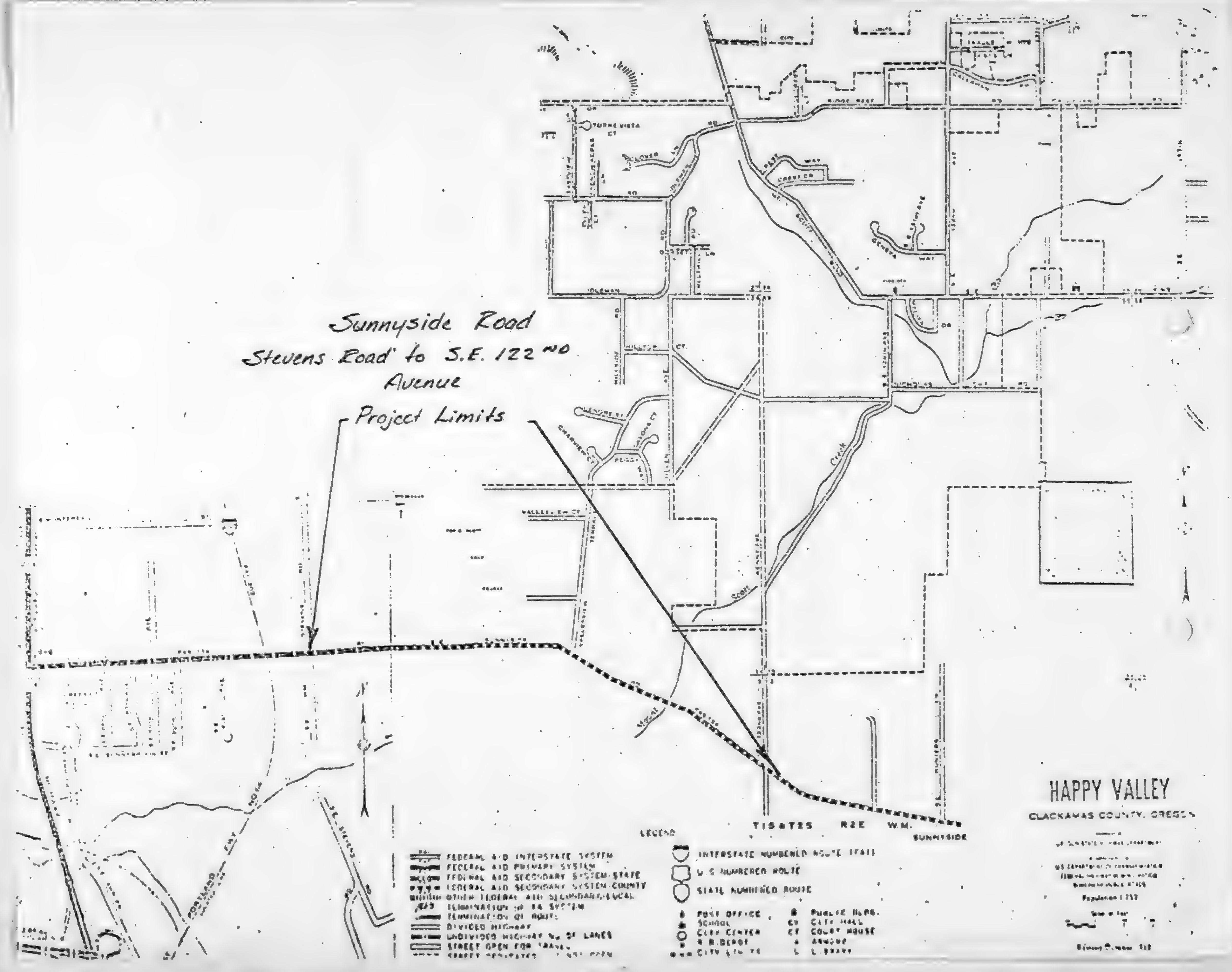
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY *
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Project is basic modification of an existing facility.

* The recommended action is conditioned upon the project not requiring significant amounts of right-of-way (including easements), or significantly impacting adjacent property owners as a result of any right-of-way acquisition.

D. Recommended Project Category: _____ 1 _____ 2 __X__ 3 _____ 4


HAPPY VALLEY
CLACKAMAS COUNTY, OREGON
Population 1,253
T1S & T2S R2E W.M.
SUNNYSIDE
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY No. OF LANES
STREET OPEN FOR TRAVEL
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
PUBLIC BLDG.
CH CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
TORREVISTA CT
RIDGE
MT. SCOTT BLVD
CREST CR.
GENEVA WAY
IDLEMAN
HILLSIDE
HILLTOP CT.
NICHOLAS
LENORE ST
CHARVIEW CT
VALLEY VIEW CT
Scott Creek
Mt. Scott Creek
PORTLAND
S.E. STEVENS

Sunnyside Road
Stevens Road to S.E. 122nd Avenue

Project Limits

10,157

FORM A

FEDERAL AID PROJECT REQUEST

Date June 9, 1977

Applicant Agency Clackamas County

Request for: Off-System _____, FAS-C _____, FAUS X Project

Federal Aid Route No. FAS-134 Route Name Sunnyside Road

Project Name Sunnyside Road Project - ~~Stevens Rd~~. S.E. 97th to S. E. 122nd

Project Length 1.57 miles Project Location (Attach sketch map)

Project Description Upgrade this portion of roadway by widening the roadway, providing pedestrian/bikeway within shoulder areas, providing for drainage and minor realignment of curved sections to reduce the degree of curvature.

Average Daily Traffic 5000 (1975) Design Speed 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Var.21'to40' Travel Lanes 2 @ 10 ft. Shoulders var. 1' to 10'

Medians None Parking No restrictions

Sidewalks None

Remarks Roadway widened @ Kaiser Medical Foundation but narrows rapidly just east of this area. Roadway widened on north side near 105th for subdivision.

2. Desired Roadway Cross Section: (Attach sketch)

Width 48 ft. Travel Lanes 2 @ 14 ft. Shoulders 10' both sides of road

Medians None Parking Kaiser Hospital Area

Curbed No (except existing) Length Curb Radii 25 ft w/ramps

Sidewalk/Bikeway Shoulder area to be used as combination pedestrian/bikeway.

Remarks left turn lanes @ Stevens Rd., Kaiser Medical Foundation and S.E. 122nd Ave. Extension of taper section past S.E. 122nd Ave. to provide for adequate road width transition.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 155'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No x

3. Will additional right-of-way be needed? Yes x No _____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____
Remarks Slope easements required to properly taper embankments and fill sections on both sides of the roadway.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project.

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

~~One street light location @ 105th Ave. on south side of roadway~~

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location East of 117th Ave. (public) to provide drainage for Mt. Scott Creek

Type Box culvert drainage structure 8 1/2 ft. x 10 ft.

Approach Roadway Width 22' Shoulder Width 1' to 3'

Length 75 ft. Width 12 ft.

To remain in place? Yes

2. Proposed Structure:

Location East of 117th Ave. for Mt. Scott Creek - Box culvert drain culvert 8 1/2 ft. high x 10 ft. wide

Approximate Size: Length 155 ft. Width 12 ft.

Are sidewalk/bikeways desired: Pedestrian/bikeway provided in shoulder area.

Are any utilities to be attached to structure? None

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Box culvert located at the bottom of an approximately 45 ft. deep fill section.

Remarks Box culvert to be extended to the limits of the necessary fill section to provide 48 ft. roadway.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad ____

Existing Crossing Protection ____

2. Will existing railroad crossing be altered? ____

Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Bernard L. Straight - Traffic Eng. Office
2. Environmental	Bernard L. Straight - Traffic Eng. Office
3. Public Hearing	Bernard L. Straight - Traffic Eng. Office

Remarks ____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: Provide signing and striping for the completed project.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 349,000.00
Right-of-way costs (if participating)	25,000.00
Traffic control	
Illumination	
Structures	25,000.00
Railroad	
Other Contingencies	38,000.00
Preliminary engineering	63,000.00
PROJECT TOTAL	$ 500,000.00

Remarks Possibility of increased right-of-way costs depending upon amount of additional slope easements required.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Clackamas COUNTY

By________ By R Schumacher

By________ By Ralph Groener

By Stan Skoko, Comm

10,157

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Clackamas County
902 Abernathy Road
Oregon City, OR 97045

Attention of John C. McIntyre
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1814

Date [illegible]

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $4,473.00

Quantity	Unit	Description	Unit Price	Amount
		Retain in Advance Deposit	$500.00	
		Transfer to the State Highway Funds for the S.E. 97th Ave.-SE 122nd Ave. Section. FAU 9718 Agreement No. 6434		$3,973.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 4,473.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
303-1904-297

Submitted by:
Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
Gerald W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

1985 Coalbank Slough Br. (Coos 10,158
Bay) Sec. of Oregon Coast Hwy. (Gr, pv,
str. sign, ill, signals & landscap) #4

C&A 10,257 - 5/10/90

10,158

M

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 1-92
PROJECT REPORT NUMBER
MODIFICATION NUMBER 4

US DEPARTMENT
O ANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL - AID PROJECT AGREEMENT AND APPROVAL / AUTHORIZATION

1-24-92

STATE: OREGON
COUNTY: COOS
PROJECT NO. BRF-2-2(27)

SECTION NAME: COALBANK SLOUGH BRIDGE (COOS BAY)

The project agreement for the above referenced project entered into between the undersigned parties and executed by the Division Administrator on DECEMBER 10, 1985, is hereby modified as follows:

	FORMER AMOUNT	REVISED AMOUNT	APPN. CODE
ESTIMATED TOTAL COST OF PROJECT	$3,575,744.00	$3,610,744.00	
FEDERAL FUNDS	$1,631,070.00	$1,659,070.00	118

THIS MODIFICATION IS MADE FOR THE FOLLOWING REASONS:

TO INCLUDE APPROVED INCREASE IN CONSTRUCTION COSTS.

PROJECT CLASSIFICATION OR PHASE OR WORK	EFFECTIVE DATE OF APPROVAL AND OR AUTHORIZATION
PRELIMINARY ENGINEERING	
RIGHTS - OF - WAY	
CONSTRUCTION	
OTHER (SPECIFY)	

REMARKS

FUNDS AVAILABLE
lu DATE JAN 24 1992

APPROVED:
DATE: JAN 24 1992

ALL OTHER TERMS AND CONDITIONS OF THE PROJECT AGREEMENT WILL REMAIN IN FULL FORCE AND EFFECT.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By Donald C Amos
(SIGNATURE OF AUTHORIZED OFFICIAL)
FOR: PROGRAM SECTION MANAGER

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Eugene W Heller
(SIGNATURE OF AUTHORIZED OFFICIAL)
FOR: Division Administrator
Date executed JAN 24 1992

PR - 2A (OREGON REVISION 2-91)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON
JANUARY 22, 1992

FEDERAL-AID PROJECT NO. BRF-2-2(27)
COALBANK SLOUGH BRIDGE (COOS BAY) SECTION
OREGON COAST HIGHWAY
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X020
STRUCTURE; BR. NO. 2478A (STA. 23+40 TO STA. 45+00)

SUBTOTAL AS ON EST. OF 12-6-89	$ 1,772,903.00
LUMP SUM OBLIGATION	$ 35,000.00
(EST. OF 12-6-89 DEOBLIGATED $70,374) SUBTOTAL	$ 1,807,903.00

TYPE CODE CENG
CONSTRUCTION ENGINEERING

TOTAL AS ON EST OF 12-6-89	$ 265,935.00

NONPARTICIPATING (STATE) ITEMS

TOTAL AS ON EST OF 12-6-89	$ 1,536,906.00

TOTAL PROJECT COST $ 3,610,744.00

SUMMARY OF FUNDS(80.00%)

APPN	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
118	$ 2,073,838.00	$ 1,659,070.00	$ 414,768.00
NONPART	$ 1,536,906.00	$ - 0 -	$ 1,536,906.00
TOTAL	**$ 3,610,744.00**	**$ 1,659,070.00**	**$ 1,951,674.00**

CONTRACT NO. 10,158

E.A.NO. C10158
AGR. NO. FO3909

DDB:ddb

101153

V1

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-127	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Coos
MODIFICATION NUMBER 3	1-29-90	Project Number BRF-2-2(27)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 10, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$3,649,744.00	$3,575,744.00
Federal funds	$1,690,270.00	$1,631,070.00
Other revisions		

This modification is made for the following reasons: to deobligate appn code 118 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

~~By~~ For: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: DALE E. WILKEN

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 6, 1989

Federal-Aid Project No. BRF-2-2(27)

Coalbank Slough Bridge (Coos Bay) Section
Oregon Coast Highway
Coos County

Revised Project Agreement Estimate

Type Code X020
Structure (Br. No. 2478A) (Sta. 23+40 to Sta. 45+00)

Subtotal from previous estimate of May 20, 1988	$ 1,843,277.59
Decrease in construction costs	70,374.59
Subtotal	$ 1,772,903.00
Engineering	265,935.00
Total	$ 2,038,838.00

Nonparticipating State Work

Total from previous estimate of May 20, 1988	$ 1,536,906.00

Summary of Funds (80%)

Description	Total Cost	Federal Funds	State Funds
Structure	$ 2,038,838.00	$ 1,631,070.00	$ 407,768.00
Nonparticipating items	1,536,906.00	0.00	1,536,906.00
Total	$ 3,575,744.00	$ 1,631,070.00	$ 1,944,674.00

Appn Code: 118
Contract No. 10,158
Prefix: C006-1906
C10158

DCN:pk

10,158

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-169	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Coos
MODIFICATION NUMBER 2	5-24-88	Project Number BRF-2-2(27)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 10, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,066,632	$ 2,112,838
Federal funds	$ 1,653,305	$ 1,690,270
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of May, 1988.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~By~~ For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 20, 1988

Federal-Aid Project No. BRF-2-2(27)

Coalbanks Slough Bridge (Coos Bay) Section
Oregon Coast Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X020
Structure (Br. No. 2478A)(Sta. 23+40 to Sta. 45+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Conc. Barriers Reflect.	Lin.Ft.	11.00	300	$ 3,300.00	400	$ 4,400.00
1"-0 Aggr. Base (PA #16B)	Ton	9.40	--	--	1,378.62	12,959.00
Seal Constr. Joints (PA #19)	Lump Sum	2,358.00	--	--	100%	2,358.00
Saw Cut Inlets (PA #20)	Each	100.00	--	--	11	1,100.00
Remove Conc. & Replace. Concrete 45+50-46+50 (PA #2)	Lump Sum	2,500.00	--	--	100%	2,500.00
Permanent Pave. Strip. (SFO #5)	Lump Sum	1,000.00	100%	1,000.00	100%	1,800.00
Signal Mat. Tyron (SFO #5)	Lump Sum	1,000.00	100%	1,000.00	100%	3,900.00
Monitor Fill (SFO #7)	Lump Sum	22,489.00	--	--	100%	22,489.00
				$ 5,300.00		$ 51,506.00

Increase	$ 46,206.00
Subtotal as on Estimate of January 8, 1988	1,797,071.59
Subtotal	$1,843,277.59
Engineering	269,560.41
Total	$2,112,838.00

Coalbank Slough Bridge (Coos Bay) Section
Nonparticipating State Work

Furnishing Field Laboratory	Each	1	2,500.00	$ 2,500.00
Mobilization	Lump Sum	(48%)	Lump Sum	148,800.00
Temporary Striping	Lin. Ft.	15,000	0.10	1,500.00
Stripe Removal	Lin. Ft.	17,500	0.56	9,800.00
Straw Bale Sediment Barrier, Type A	Lin. Ft.	1,395	3.00	4,185.00
Temporary Drainage Curbs	Lin. Ft.	410	2.80	1,148.00
Temporary Slope Drains	Lin. Ft.	200	13.70	2,740.00
Sand Bags	Each	820	4.40	3,608.00
Temporary Erosion Control Matting	Sq. Yd.	3,650	2.00	7,300.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	45,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	10,500.00
Embankment Foundation Excavation	Cu. Yd.	500	10.00	5,000.00
Borrow Excavation	Cu. Yd.	54,633	4.00	218,532.00
General Excavation	Cu. Yd.	2,443	4.67	11,408.81
Surcharge Removal	Cu. Yd.	18,261	1.50	27,391.50
Inclinometers and Piezameters	Lump Sum	All	Lump Sum	18,800.00
Temporary Retaining Structure	Sq. Ft.	600	10.00	6,000.00
Trench Excavation	Cu. Yd.	1,383	12.00	16,596.00
Furnishing and Placing Topsoil	Cu. Yd.	1,029	11.40	11,730.60
Watering	M-Gal.	168	15.00	2,520.00
Treated Base Mixture	Ton	11,770	13.25	155,952.50
Cement in Treated Base Mixture	Ton	648	81.50	52,812.00
Aggregate Base	Ton	1,563	9.80	15,317.40
3/4"-0 Aggregate Base	Ton	261	9.80	2,557.80
Class "C" Asphalt Concrete Mixture	Ton	3,950	23.70	93,615.00
Asphalt Cement in Mixture	Ton	237	212.00	50,244.00
Structural Concrete in Wall	Cu. Yd.	22	165.00	3,630.00
Concrete Stairway	Lump Sum	All	Lump Sum	750.00
12-inch Culvert Pipe	Lin. Ft.	58	9.00	522.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,871	10.15	18,990.65
15-inch Storm Sewer Pipe	Lin. Ft.	717	14.55	10,432.35
18-inch Storm Sewer Pipe	Lin. Ft.	110	21.00	2,310.00
30-inch Steel Pipe	Lin. Ft.	51	70.00	3,570.00
Extra for Pipe Under Pavement	Lin. Ft.	440	18.15	7,986.00
18-inch Metal Flap Gates	Each	1	725.00	725.00
Concrete Manoles	Each	3	1,710.00	5,130.00
Concrete Inlets, Type CG-2 with Basin	Each	16	485.00	7,760.00
Concrete Inlets, Type G-2 with Basin	Each	3	435.00	1,305.00
Concrete Inlets, Special	Each	2	3,000.00	6,000.00
Guardrail, Type 2A	Lin. Ft.	650	11.65	7,572.50
Guardrail Anchors, Type 1	Each	4	345.00	1,380.00
Guardrail Anchors, Type 1 Modified	Each	1	345.00	345.00
Rail End Pieces, Type C	Each	4	90.00	360.00
CL-4R Modified Chain Link Fence	Lin. Ft.	96	12.00	1,152.00

Coalbank Slough Bridge (Coos Bay) Section
Nonparticipating State Work

4'x36" Chain Link Single Gates	Each	1	150.00	150.00
Concrete Walks	Sq. Yd.	2,167	10.98	23,793.66
Concrete Driveways	Sq. Yd.	330	14.72	4,857.60
Concrete Curbs	Lin. Ft.	3,888	6.13	23,833.44
Extra for Asphalt Approaches	Each	11	200.00	2,200.00
Drainage Curbs	Lin. Ft.	235	4.00	963.50
Wick Drains	Lin. Ft.	123,260	0.85	104,771.00
Geotextile Fabric in Stabilization	Sq. Yd.	640	2.50	1,600.00
Temporary Geotextile Walls	Sq. Ft.	2,227	8.60	19,152.20
Special Backfill	Cu. Yd.	500	13.00	6,500.00
Adjusting Manholes	Each	2	330.00	660.00
Reconstructing Manholes	Each	2	635.00	1,270.00

Signing

Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	600.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,500.00
Type "C" Signs in Place	Sq. Ft.	36	8.00	288.00
Type "D" Signs in Place	Sq. Ft.	18	8.00	144.00
Type "U" Signs in Place	Sq. Ft.	265	11.75	3,113.75
Type "EE" Signs in Place	Sq. Ft.	50	10.50	525.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	100.00

Illumination

Pole Foundations	Lump Sum	All	Lump Sum	4,840.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	20,770.00
Luminaires, Lamps, and Ballasts	Lump Sum	All	Lump Sum	4,585.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	19,105.00

Traffic Signals

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	71,087.00

Landscaping

Seeding, Fertilizing, and Mulching	Acre	1	850.00	850.00
Temporary Seeding, Fertilizing and Mulching	Acre	2	1,600.00	3,200.00
Furnishing and Planting Decedous Trees	Each	14	55.60	778.40
Furnishing and Planting Conifer Trees	Each	31	40.60	1,258.60
Furnishing and Planting Shrubs	Each	1,294	9.50	12,293.00
Furnishing and Planting Ground Cover	Each	3,291	0.87	2,863.17
Bark Mulch	Unit	30	112.50	3,375.00
				$1,346,506.43

Coalbank Slough Bridge (Coos Bay) Section
Nonparticipating State Work

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Erosion Control	All Required	2,000.00
State Furnished PROM & Program	All Required	1,400.00
Roadside Seeding and Mulching	All Required	1,000.00
Signal Controller Turn-On	All Required	1,000.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	6,732.53
Monitor Building Settlement	All Required	5,000.00
State Furnished Controller Material	All Required	1,500.00
		$ 19,632.53
	SUBTOTAL	$1,366,138.96
	Engineering	170,767.04
	TOTAL	$1,536,906.00

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structure	118	$2,112,838.00	$1,690,270.00	$ 422,568.00
SUBTOTAL		$2,112,838.00	$1,690,270.00	$ 422,568.00
Roadway Nonpart.	--	1,536,906.00	---	1,536,906.00
TOTAL		$3,649,744.00	$1,690,270.00	$1,959,474.00

Group 011: 99%; Group 010: 0%; Group 8: 1%
Contract No. 10,158
Prefix: C6-1906
Prefix: C 10158

RLC:pf DDB:jc

10,158

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-58	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County COOS
MODIFICATION NUMBER 1	1-5-88	Project Number BRF-2-2(27)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 10, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,969,831.00	$ 2,066,632.00
Federal funds	$ 1,575,864.00	$ 1,653,305.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5 TH day of JAN, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for

Manager, Program Section
(Title)

By FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 8, 1988

Federal-Aid Project No. BRF-2-2(27)

Coalbanks Slough Bridge (Coos Bay) Section
Oregon Coast Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X020
Structure (Br. No. 2478A)(Sta. 23+40 to Sta. 45+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structure Excavation	Cu.Yd.	10.20	700	$ 7,140.00	772	$ 7,847.40
Subdrain (PA #3A)	Lin.Ft.	14.60	--	--	240	3,504.00
18" Cap (PA #3B)	Lin.Ft.	22.00	--	--	80	1,760.00
Additional Inclinament (PA #4A)	Each	3,510.00	--	--	1	3,510.00
Locking Monument Covers (PA #)	Each	285.00	--	--	6	1,710.00
Temporary 8" Drain (PA #6A)	Lin.Ft.	472.00	--	--	220	1,038.40
Slab Removal (PA #7A)	Lump Sum	193.27	--	--	100%	193.27
Additional Piezameters	Each	2,650.00	--	--	4	1,060.00
Install Utility Access (PA #10)	Lump Sum	2,380.00	--	--	100%	2,380.00
Place Extra Reinforcement in Decks (SFO #11)	Lump Sum	8,117.25	--	--	100%	8,117.50
Move Surcharge Material (FA #1)	--	--	--	--	--	4,630.66

Repair Existing Bridge (FA #6)	--	--	--	15,000.00	--	47,500.00
				$22,140.00		$ 83,250.57

Increase	$ 61,110.57
Subtotal from Estimate on December 6, 1985	1,735,961.02
Subtotal	$1,797,071.59
Engineering	269,560.41
Total	$2,066,632.00

Coalbank Slough Bridge (Coos Bay) Section
Nonparticipating State Work

Furnishing Field Laboratory	Each	1	2,500.00	$ 2,500.00
Mobilization	Lump Sum	(48%)	Lump Sum	148,800.00
Temporary Striping	Lin. Ft.	15,000	0.10	1,500.00
Stripe Removal	Lin. Ft.	17,500	0.56	9,800.00
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Extra for Pipe Under Pavement	Lin. Ft.	440	18.15	7,986.00
18-inch Metal Flap Gates	Each	1	725.00	725.00

Concrete Manoles	Each	3	1,710.00	5,130.00
Concrete Inlets, Type CG-2 with Basin	Each	16	485.00	7,760.00
Concrete Inlets, Type G-2 with Basin	Each	3	435.00	1,305.00
Concrete Inlets, Special	Each	2	3,000.00	6,000.00
Guardrail, Type 2A	Lin. Ft.	650	11.65	7,572.50
Guardrail Anchors, Type 1	Each	4	345.00	1,380.00
Guardrail Anchors, Type 1 Modified	Each	1	345.00	345.00
Rail End Pieces, Type C	Each	4	90.00	360.00
CL-4R Modified Chain Link Fence	Lin. Ft.	96	12.00	1,152.00
4'x36" Chain Link Single Gates	Each	1	150.00	150.00
Concrete Walks	Sq. Yd.	2,167	10.98	23,793.66
Concrete Driveways	Sq. Yd.	330	14.72	4,857.60
Concrete Curbs	Lin. Ft.	3,888	6.13	23,833.44
Extra for Asphalt Approaches	Each	11	200.00	2,200.00
Drainage Curbs	Lin. Ft.	235	4.00	963.50
Wick Drains	Lin. Ft.	123,260	0.85	104,771.00
Geotextile Fabric in Stabilization	Sq. Yd.	640	2.50	1,600.00
Temporary Geotextile Walls	Sq. Ft.	2,227	8.60	19,152.20
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Adjusting Manholes	Each	2	330.00	660.00
Reconstructing Manholes	Each	2	635.00	1,270.00
Signing				
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	600.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,500.00
Type "C" Signs in Place	Sq. Ft.	36	8.00	288.00
Type "D" Signs in Place	Sq. Ft.	18	8.00	144.00
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Type "EE" Signs in Place	Sq. Ft.	50	10.50	525.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	100.00
Illumination				
Pole Foundations	Lump Sum	All	Lump Sum	4,840.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	20,770.00
Luminaires, Lamps, and Ballasts	Lump Sum	All	Lump Sum	4,585.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	19,105.00
Traffic Signals				
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	71,087.00
Landscaping				
Seeding, Fertilizing, and Mulching	Acre	1	850.00	850.00
Temporary Seeding, Fertilizing and Mulching	Acre	2	1,600.00	3,200.00
Furnishing and Planting Decedous Trees	Each	14	55.60	778.40
Furnishing and Planting Conifer Trees	Each	31	40.60	1,258.60

Furnishing and Planting Shrubs	Each	1,294	9.50	12,293.00
Furnishing and Planting Ground Cover	Each	3,291	0.87	2,863.17
Bark Mulch	Unit	30	112.50	3,375.00
				$1,346,506.43

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Erosion Control	All Required	2,000.00
State Furnished PROM & Program	All Required	1,400.00
Roadside Seeding and Mulching	All Required	1,000.00
Signal Controller Turn-On	All Required	1,000.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	6,732.53
Monitor Building Settlement	All Required	5,000.00
State Furnished Controller Material	All Required	1,500.00
		$ 19,632.53
	SUBTOTAL	$1,366,138.96
	Engineering	170,767.04
	TOTAL	$1,536,906.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structure	118	$2,066,632.00	$1,653,305.00	$ 413,327.00
SUBTOTAL		$2,066,632.00	$1,653,305.00	$ 413,327.00
Roadway	--	1,536,906.00	---	1,536,906.00
TOTAL		$3,603,538.00	$1,653,305.00	$1,950,233.00

Group 011: 99%; Group 010: 0%; Group 8: 1%
Contract No. 10,158
Prefix: C6-1906
Prefix: C 10158

RLC:pf

STATE COPY

TO BE COMPLETED BY FHWA		
12-104	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Coos PROJECT NO. BRF-2-2(27)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Coalbank Slough Bridge (Coos Bay)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-30-85 6-28-85	0.420
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,969,831.00	$ 1,575,864.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator DEC 10 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 6, 1985

Federal Aid Project No. BRF-2-2(27)

Coalbank Slough Bridge (Coos Bay) Section
Oregon Coast Highway
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code X020
Structure (Br. No. 2478A)(Sta. 23+40 to Sta. 45+60)

Mobilization	Lump Sum	(52%)	Lump Sum	$ 161,200.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	12,100.00
Temporary Signs	Sq. Ft.	525	9.00	4,725.00
Temporary Barricades	Each	16	118.00	1,888.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	300	11.00	3,300.00
Temporary Plastic Safety Markers	Each	50	65.25	3,262.50
Flaggers	Hour	2,000	16.00	32,000.00
Guardrail, Type 3	Lin. Ft.	100	25.00	2,500.00
Bridge Removal Work	Lump Sum	All	Lump Sum	35,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	36,695.00
Structure Excavation	Cu. Yd.	700	10.20	7,140.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	98,624.68
Furnish 16" Prestressed Concrete or 14" Steel Pipe Piling	Lin. Ft.	8,032	21.00	168,672.00
Furnish 24" Prestressed Concrete or 20" Steel Pipe Piling	Lin. Ft.	4,845	40.00	193,800.00
Drive 16" Concrete or 14" Steel Pipe Piles	Lin. Ft.	8,032	2.00	16,064.00
Drive 24" Concrete or 20" Steel Pipe Piles	Lin. Ft.	3,600	1.00	3,600.00
Structural Concrete, Class 300 (405 CY)	Lump Sum	All	Lump Sum	103,392.00
Structural Concrete, Class 400 (205 CY)	Lump Sum	All	Lump Sum	75,000.00
Structural Concrete, Class 4500 (2,330 CY)	Lump Sum	All	Lump Sum	430,000.00
Concrete Sealing	Lump Sum	All	Lump Sum	35,000.00
Coated Reinforcement (470,000 lbs.)	Lump Sum	All	Lump Sum	239,700.00

Reinforced Concrete Bridge End Panels	Sq. Yd.	386	52.00	20,072.00
Three-Tube Steel Railing	Lin. Ft.	806	44.70	36,028.20
2-inch Electrical Conduit	Lin. Ft.	820	8.25	6,765.00
				$1,726,528.38

ANTICIPATED ITEMS

On-the-job Trainees ($.80 X 1,000 hrs.)	All Required	$ 800.00
EEO/Labor Compliance Monitoring (0.5% Contract Amts.)	All Required	8,632.64
		$ 9,432.64
	Subtotal	$1,735,961.02
	Engineering	216,994.98
	Total	$1,952,956.00

RETAIN IN RESERVE

Repair Existing Bridge	All Required	$ 15,000.00
	Subtotal	$ 15,000.00
	Engineering	1,875.00
	Total	$ 16,875.00

COALBANK SLOUGH BRIDGE (COOS BAY) SECTION NON-PARTICIPATING STATE WORK

Furnishing Field Laboratory	Each	1	2,500.00	$ 2,500.00
Mobilization	Lump Sum	(48%)	Lump Sum	148,800.00
Temporary Striping	Lin. Ft.	15,000	0.10	1,500.00
Stripe Removal	Lin. Ft.	17,500	0.56	9,800.00
Straw Bale Sediment Barrier, Type A	Lin. Ft.	1,395	3.00	4,185.00
Temporary Drainage Curbs	Lin. Ft.	410	2.80	1,148.00
Temporary Slope Drains	Lin. Ft.	200	13.70	2,740.00
Sand Bags	Each	820	4.40	3,608.00
Temporary Erosion Control Matting	Sq. Yd.	3,650	2.00	7,300.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	45,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	10,500.00
Embankment Foundation Excavation	Cu. Yd.	500	10.00	5,000.00
Borrow Excavation	Cu. Yd.	54,633	4.00	218,532.00
General Excavation	Cu. Yd.	2,443	4.67	11,408.81
Surcharge Removal	Cu. Yd.	18,261	1.50	27,391.50
Inclinometers and Piezameters	Lump Sum	All	Lump Sum	18,800.00

Temporary Retaining Structure	Sq. Ft.	600	10.00	6,000.00
Trench Excavation	Cu. Yd.	1,383	12.00	16,596.00
Furnishing and Placing Topsoil	Cu. Yd.	1,029	11.40	11,730.60
Watering	M-Gal.	168	15.00	2,520.00
Treated Base Mixture	Ton	11,770	13.25	155,952.50
Cement in Treated Base Mixture	Ton	648	81.50	52,812.00
Aggregate Base	Ton	1,563	9.80	15,317.40
3/4"-0 Aggregate Base	Ton	261	9.80	2,557.80
Class "C" Asphalt Concrete Mixture	Ton	3,950	23.70	93,615.00
Asphalt Cement in Mixture	Ton	237	212.00	50,244.00
Structural Concrete in Wall	Cu. Yd.	22	165.00	3,630.00
Concrete Stairway	Lump Sum	All	Lump Sum	750.00
12-inch Culvert Pipe	Lin. Ft.	58	9.00	522.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,871	10.15	18,990.65
15-inch Storm Sewer Pipe	Lin. Ft.	717	14.55	10,432.35
18-inch Storm Sewer Pipe	Lin. Ft.	110	21.00	2,310.00
30-inch Steel Pipe	Lin. Ft.	51	70.00	3,570.00
Extra for Pipe Under Pavement	Lin. Ft.	440	18.15	7,986.00
18-inch Metal Flap Gates	Each	1	725.00	725.00
Concrete Manholes	Each	3	1,710.00	5,130.00
Concrete Inlets, Type CG-2 with Basin	Each	16	485.00	7,760.00
Concrete Inlets, Type CG-2 with Basin	Each	3	435.00	1,305.00
Concrete Inlets, Special	Each	2	3,000.00	6,000.00
Guardrail, Type 2A	Lin. Ft.	650	11.65	7,572.50
Guardrail Anchors, Type 1	Each	4	345.00	1,380.00
Guardrail Anchors, Type 1 Modified	Each	1	345.00	345.00
Rail End Pieces, Type C	Each	4	90.00	360.00
CL-4R Modified Chain Link Fence	Lin. Ft.	96	12.00	1,152.00
4'x36" Chain Link Single Gates	Each	1	150.00	150.00
Concrete Walks	Sq. Yd.	2,167	10.98	23,793.66
Concrete Driveways	Sq. Yd.	330	14.72	4,857.60
Concrete Curbs	Lin. Ft.	3,888	6.13	23,833.44
Extra for Asphalt Approaches	Each	11	200.00	2,200.00
Drainage Curbs	Lin. Ft.	235	4.00	963.50
Wick Drains	Lin. Ft.	123,260	0.85	104,771.00
Geotextile Fabric in Stabilization	Sq. Yd.	640	2.50	1,600.00
Temporary Geotextile Walls	Sq. Ft.	2,227	8.60	19,152.20
Special Backfill	Cu. Yd.	500	13.00	6,500.00

Adjusting Manholes	Each	2	330.00	660.00
Reconstructing Manholes	Each	2	635.00	1,270.00

SIGNING

Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	600.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,500.00
Type "C" Signs in Place	Sq. Ft.	36	8.00	288.00
Type "D" Signs in Place	Sq. Ft.	18	8.00	144.00
Type "U" Signs in Place	Sq. Ft.	265	11.75	3,113.75
Type "EE' Signs in Place	Sq. Ft.	50	10.50	525.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	100.00

ILLUMINATION

Pole Foundations	Lump Sum	All	Lump Sum	4,840.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	20,770.00
Luminaires, Lamps, and Ballasts	Lump Sum	All	Lump Sum	4,585.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	19,105.00

TRAFFIC SIGNALS

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	71,087.00

LANDSCAPING

Seeding, Fertilizing, and Mulching	Acre	1	850.00	850.00
Temporary Seeding, Fertilizing, and Mulching	Acre	2	1,600.00	3,200.00
Furnishing and Planting Deciduous Trees	Each	14	55.60	778.40
Furnishing and Planting Conifer Trees	Each	31	40.60	1,258.60
Furnishing and Planting Shrubs	Each	1,294	9.50	12,293.00
Furnishing and Planting Ground Covers	Each	3,291	0.87	2,863.17
Bark Mulch	Unit	30	112.50	3,375.00
				$1,346,506.43

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Erosion Control	All Required	2,000.00
State Furnished PROM & Program	All Required	1,400.00
Roadside Seeding and Mulching	All Required	1,000.00
Signal Controller Turn-on	All Required	1,000.00
EEO/Labor Compliance Monitoring (0.5% Contr. Amt.)	All Required	6,732.53
Monitor Building Settlement	All Required	5,000.00
State Furnished Controllere Material	All Required	1,500.00
		$ 19,632.53
	Subtotal	$1,366,138.96
	Engineering	170,767.04
	Total	$1,536,906.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Structure	$1,952,956.00	$1,562,364.00	$ 390,592.00
Retain in Reserve	16,875.00	13,500.00	3,375.00
	$1,969,831.00	$1,575,864.00	$ 393,967.00
Roadway	1,536,906.00	---	1,536,906.00
Total	$3,506,737.00	$1,575,864.00	$1,930,873.00

Group 011 = 100% Group 010 = 0%
Contract No. 10,158
Prefix: C6-1906
Prefix: C 10158

Appn Code: 118

DDB:DRH:me:bkb

May 10, 1990

AGR

Rittenhouse-Zeman & Associates, Inc.
7409 SW Tech Center Dr., Suite 135
Portland, OR 97223-8024

MISC. CONTRACTS and
AGREEMENTS No. 10,2[illegible]7

Attached for your records is a fully executed copy of a personal service contract for environmental closure assessment and possible waste-oil tank removal at the former Morin Shell Station in Coos Bay.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

Fran Neavoll
COMMISSION SERVICES

br
Attachment

bc Dale Hormann
Christine Brewster

Approved by Glenn 4/9/90
P.31 '90 Agr. Bk
6/5/90 BR

jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
OCT 31 '89

ASSIGNED TO
Husby
FCB

INF	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	14	Coos	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10/25/89	Edward S. Sundra, Highway Engineer Trainee	Oy BRF-2-2(27)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
8/19/88	December 1, 1988	100 %	11-9 100

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COALBANK SLOUGH BRIDGE
OREGON COAST HIGHWAY
Grading, Paving, Structure, Signing, Signal, & Landscaping

Work under this project consisted of constructing a 362 foot long by 87.2 foot wide structure along with the approach embankments, pavement base and asphalt concrete pavement, roadway illumination, signing, traffic signals, and landscaping. The original bridge was kept in service during construction and removed after traffic was switched onto the new bridge.

A contract in the amount of $3,073,034.81 was awarded to Ross Brothers Construction Co., Inc. of Salem, Oregon on 12/5/85. Project work began on 1/13/86 and was generally completed in July with the exception of cleanup and landscape establishment. This remaining work was completed on 8/19/88 ahead of the scheduled completion date of 9/20/88. All work was completed in reasonably close conformance with the approved plans and specifications. The final estimated cost of $3,621,291.31 included extra work, engineering, and nonparticipating items. Structural replacement was the only Federal participating item on this project.

After completion of the project, a claim was settled with the contractor for $14,000 in the form of PA #28 for sealing cracks that occurred in the bridge deck. The work was completed prior to completion of the project, but reimbursement was withheld until the cause of the cracking could be determined. The final recommendation, concurred in by the FHWA, was that since the party at fault for the deck cracking could not be readily determined, payment of $14,000 for the crack sealing was a reasonable cost.

A statement of overruns and underruns is attached to the Division office copy of this letter.

All Federal-aid participating work on this project has been completed.

- ESS -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Edward S. Sundra		SIGNATURE John T. Price	
TITLE Highway Engineer Trainee	DATE 10/30/89	TITLE District Engineer	DATE 10/30/89

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

10,158

December 12, 1988

CON 5 - #10,158

Lynn H. Heusinkveld
Attorney at Law
336 North Front Street
Coos Bay, OR 97420

We have received a copy of the notice addressed to the Secretary of State filing a claim on behalf of Johnson Rock Products, Inc. against the following Highway Division contract:

AMOUNT:	$28,900
FOR:	Material and concrete work
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,158
PROJECT:	Coalbank Slough Bridge in Coos Bay, Oregon Coast Highway, Coos County
SURETY:	United Pacific Insurance Company
AGENT:	K L & K Associates, Inc.

Please advise this office when your client's claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc Ross Bros. Construction, Inc.
3501 Brooklake Rd. N
Salem, OR 97303

United Pacific Insurance Co.
Bond Department
33405 8th Avenue, S. C-3000
Federal Way, WA 98003

bbc Bryant Jackmond

FKN:br

LYNN H. HEUSINKVELD
ATTORNEY AT LAW
A PROFESSIONAL CORPORATION
336 NORTH FRONT STREET
COOS BAY, OREGON 97420

TELEPHONE
(503) 269-7511

COPY

December 6, 1988

Ross Brothers Construction Co.
3501 Brook Lake Road North
Salem, Oregon 97303

Certified Mail # P-627 289 197

Re: Coalbank Slough Bridge
Contract No. 10158
Johnson Rock Products, Inc.
Our File No. JOH3 951-3

Gentlemen:

Please be advised that Johnson Rock Products, Inc. claims approximately Twenty-Five Thousand Dollars ($25,000.00) which is due Johnson Rock has not been paid Johnson Rock.

Johnson Rock Products, Inc. is therefore notifying the appropriate parties of this unpaid claim and will proceed as required to collect the amount due.

Sincerely,

Lynn H. Heusinkveld

LHH:s
cc: client
Secretary of State — Certified Mail # P-627 289 199
Commission Services, State Highway Dept. — Certified Mail # P-627 289 200
Contractors Payments, State Highway Dept. — Certified Mail # P-627 289 201

RECEIVED
DEC -7 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LYNN H. HEUSINKVELD
ATTORNEY AT LAW
A PROFESSIONAL CORPORATION
336 NORTH FRONT STREET
COOS BAY, OREGON 97420

TELEPHONE
(503) 269-7511

COPY

December 6, 1988

Certified Mail # P-627 289 198

United Pacific Insurance
Bond Department
33405 Eighth Avenue South
C-3000
Federal Way, Washington 98002

Re: Your Bond # U 549786
Our File No. JOH3 951-3

Gentlemen:

Please be advised that Johnson Rock Products, Inc. has a claim against the above referenced bond in connection with the failure of Ross Brothers Construction Co. to pay or cause to be paid the approximate sum of Twenty-Five Thousand Dollars ($25,000.00) in connection with the construction of the Coalbank Slough Bridge, Coos Bay, Section of the Oregon Coast Highway in Coos County.

By copy of this letter to the owner, the State of Oregon, we are requesting their appropriate assistance to assure that this claim is paid in accordance with ORS 279.526 through 279.542.

A notice meeting the requirements of ORS 279.528 is enclosed. The original of this Notice has been sent to the Secretary of State.

Sincerely,

Lynn H. Heusinkveld

LHH:s
cc: client w/enc)
Sec. of State (w/orig. enclosure) Certified Mail # P-627 289 199
Commission Services, State Highway Dept. (w/enc) Certified Mail # P-627 289 200
Contractors Payments, State Highway Dept. (w/enc) Certified Mail # P-627 289 201
Ross Bros. (w/enc) Certified Mail # P-627 289 197

RECEIVED
DEC -7 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: SECRETARY OF STATE
136 STATE CAPITOL
SALEM, OREGON 97310

Notice is hereby given that the undersigned Johnson Rock Products, Inc. has a claim for concrete work and materials furnished to Ross Brothers Construction Co., 3501 Brook Lake Road North, Salem, Oregon 97303 and various of it's subcontractors in the sum of $28,900.00 against the bond taken from Ross Brothers Construction Co., such bond being issued by United Pacific Insurance Co. as bond number U 549786 for the work of construction of the Coalbank Slough Bridge and approaches. Such material and labor was supplied to Ross Brothers Construction Co. and the following of it's subcontractors all as more particularly set forth in Exhibit A which by this reference is incorporated herein.

JOHNSON ROCK PRODUCTS, INC.
By: Christopher R Johnson
Title: Pres.

STATE OF OREGON)
)ss.
County of Coos)
December 6, 1988.

Personally appeared Christopher R. Johnson, who, being duly sworn, did say that he is the President of JOHNSON ROCK PRODUCTS, INC. and that the seal affixed to the forgoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by the authority of it's Board of Directors and he acknowledged said instrument to be it's voluntary act and deed.

Notary Public for Oregon
My Commission expires: 9-8-89

RECEIVED
DEC -7 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT A

Company	Description	Amount
Gervais Construction Co., Brooks, Oregon	Ready Mix and Admixtures	$ 20,600.00
Pat Shorey, Roseburg, Oregon	Ready Mix and Delivery Charges	$ 1,300.00
Ross Bros., Salem, Oregon	Extra Work, Change Order Work, Ready Mix, Delivery Charges	$ 7,000.00
		$ 28,900.00

RECEIVED
DEC -7 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,158

J

December 8, 1988

CON 5 - 10,158

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Contract No. 10,158 awarded to Ross Bros. Construction, Inc. for work on the Coalbank Slough Bridge (Coos Bay) Section of the Oregon Coast Highway in Coos County was completed on November 8, 1988, and accepted by the State Highway Division on December 1, 1988.

Final payment in the amount of $100.00 will be released to the contractor after December 13, 1988. The total contract amount is $3,123,664.70 including $16,415.22 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

bc: Kenneth E. Husby
Thomas D. Lulay
Hwy. Acctg.
James Gix

10,158

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10158

TO: Manager
Commission Services

DATE: December 1, 1988

FROM: Donald E. Forbes
Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10158 ,	On Site Work Substantially Completed	August 19, 1988
All Work Completed	November 8, 1988		
Project	Coalbank Slough Bridge (Coos Bay)		
Highway	Oregon Coast		
County	Coos		
Type of Work	Grade, Pave, Striping, Signing, Illumination, Signals and Landscaping		
Contractor	Ross Bros. Construction		

BMW:mk

cc: Kenneth E. Husby
B. M. Walton
Don Wackerbarth

CPC/FM2

SURETY LETTER WRITTEN 12/8/88

RECEIVED
DEC - 5 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174-1067
Staff Symbol: (ob)
Phone: (206) 442-5864

16591
November 21, 1988

PUBLIC NOTICE NO. 88-N-14

The Commander, Thirteenth Coast Guard District, has received an application from the Southern Pacific Transportation Company, Room 251-N, Union Station, 800 Northwest Sixth Avenue, Portland, Oregon 97209, requesting approval of an amendment to a permit for a highway bridge across a navigable waterway.

WATERWAY AND LOCATION

Coalbank Slough, mile 0.1, Coos Bay, Coos County, Oregon.

PROJECT DESCRIPTION

The Southern Pacific Transportation Company has asked for a one year extension of their permit to replace the railroad drawbridge across the mouth of Coalbank Slough at Coos Bay, Oregon. A permit approving replacement of the bridge was issued on October 22, 1984. The permit requires that work on the project be started by October 22, 1987 and be completed by October 22, 1989. Southern Pacific started construction in November 1984 and is currently in the process of studying design and construction problems associated with the project.

NAVIGATION CLEARANCES

The time extension would have no effect on approved navigation clearances.

ENVIRONMENTAL IMPACTS

A Categorical Exclusion Determination was approved by the Coast Guard in support of the existing permit. The time extension would have no effect upon that determination. Water Quality Certification and Coastal Zone Management Consistency Certification were issued by the State of Oregon for the existing permit. The time extension should have no effect upon those certifications.

RECEIVED
STATE HWY ENGR
NOV 23 '88
REFER TO
Christensen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
-					X	

11-23-88

COMMENTS

Comments on the requested time extension should be in writing and should include the reasons for support of, or opposition to, the proposed action. The comment period will end on December 21,

1988. Mail your comments to: Commander, Thirteenth Coast Guard District, Aids to Navigation and Waterways Management Branch, 915 Second Avenue, Seattle, Washington 98174-1067. If you need additional information about this action, please call John Mikesell or Austin Pratt at (206) 442-5864 or (FTS) 399-5864.

Sincerely,

Parsons

R. J. PARSONS
Commander, U. S. Coast Guard
Chief, Aids to Navigation
and Waterways Management Branch
By direction of the District Commander

Encl: (1) Approved permit drawings, 2 sheets

Bu Copy 12/15.5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street N.E.
Salem, Oregon 97301

November 10, 1988
IN REPLY REFER TO
HB-OR

Ken Husby
Please reply direct. Return copy of initial correspondence with copy of your reply to Forbes and Anhorn

RECEIVED
STATE HWY ENGR
NOV 14 '88
REFER TO
Bill Anhorn
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Forbes:

Oregon Project BRF-2-2(27)
Coalbank Slough Bridge
Price Agreement No. 28

We have reviewed Price Agreement No. 28 for the subject project which was forwarded with Mr. Husby's November 2 letter. The transmittal letter and supporting information did a good job in explaining the claim.

We had been involved in discussions concerning the need to repair the bridge deck cracks and agree that $14,000 is reasonable payment for the repair work. We are approving the price agreement and returning it with the Construction Section's copy of this letter.

We have recently noted a number of bridge deck cracking problems during construction. In a few cases, your staff had made a determination of State or contractor responsibility for costs for sealing or repairing cracks. In some cases, such as this project, there appears to be a difference of opinion within OSHD about OSHD/contractor responsibility. Because deck cracking may be a reoccurring problem, we request you develop guidelines or a rational procedure by which to assign responsibility. We feel the field staff would then be in a much better position to negotiate related price agreements with contractors and would also be an acceptable basis to determine FHWA participation in price agreements.

We would be pleased to further discuss guidelines/procedures with your Construction and/or Bridge staffs.

Sincerely yours,

John T. Price
for Dale E. Wilken
Division Administrator

5/31 Per Don - File - Bu no Longer needed...

cc:
OSHD (C. Gilmour, Program)
OSHD (K. Husby, Const) w/ Approved PA 28

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No
CON 5
10158

DATE: November 2, 1988

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Kenneth E Husby

FROM: Kenneth E. Husby
Construction Engineer

SUBJECT: Transmittal of Claim Settlement
Coalbank Slough Bridge
Ross Bros. Construction, Inc.
FAP No. BRF-2-2(27)
Contract No. 10158
Price Agreement No. 28

Enclosed is a copy of Price Agreement No. 28 for all claims by Ross Bros. Construction, Inc. on the above referenced project.

This claim involves deck cracking and the subsequent repairs made by the contractor. A brief explanation of the contractor's claim, our findings, and the resolution follows. Supporting documentation is attached for your information.

Claim: Deck Cracking

The contractor was instructed to complete deck cracking repairs on the structure by epoxy injection methods by Project Manager Frank Morrison on October 26, 1987. This work was completed by the contractor's subcontractor, Adhesive Engineering, on December 12, 1987.

The contractor submitted his claim for this work on May 9, 1988 for an amount of $76,258. A claim meeting at the Project Manager's level was held on July 25, 1988. The contractor offered to settle his deck cracking claim for $22,000. This offer was refused by the Project Manager on July 27, 1988, stating that this work could only be justified by an $8,000 settlement.

RECEIVED
STATE HWY ENGR
NOV 2 '88
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

W

734-2023 (6-88)

A claim meeting at the Region level was held on August 24, 1988, and all parties agreed to a settlement of $14,000.

Findings:

The original specifications for the large deck pour called for a minimum pour rate of 20 feet per hour. This rate was revised by the State's Bridge Section because the concrete suppliers in the area could not meet this rate. The new specified rate was a minimum of 100 cubic yards per hour, which the contractor did accomplish during the deck pour.

The contractor did not place the wet burlap for curing in a timely fashion, which may have contributed to the cracking. A sprinkler system was set up to keep the entire deck wet after the pouring was completed. The concrete pour took a total of 7-1/2 hours over a two-day period.

The concrete mix itself was consistent and the contractor's preparation and delivery times were good. The vibrator operator was continually reminded to vibrate the concrete more to get complete consolidation.

Upon review by the State's Structural Quality Coordinator and the State's Bridge Engineer (see Walt Hart's memo of April 12, 1988), it was determined that the exact cause of the cracking could not be determined without expensive and extensive analysis by a specialized consultant. It was determined that a further review would not be cost effective and probably cost as much or more than the repair process itself.

Therefore, the recommendation was made to pay the contractor for the repair work since the party at fault could not be readily determined.

Resolution:

The repair costs were calculated by force account method from invoices for materials and equipment submitted by the contractor. Labor costs were tracked by State personnel. The total force account billing for the repair work is $14,607.53, which justifies the claim settlement amount of $14,000.

We have determined that it is in the public's best interest to settle this claim for $14,000. We are requesting your concurrence and federal participation in this claim settlement in the amount of $11,200 (80 percent).

Please contact this office if you need additional information.

KEH:SL:mk

Attach.

cc: Bill Anhorn
Jim Gix
TOM LULAY

10311m

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF 2-2(27)

2. STATE PROJECT NO.

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50051

6. TO
Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE 9/20/88

8. FEDERAL ROUTE NUMBER FAP 2

9. STATE ROUTE NUMBER 9

10. GENERAL LOCATION:
Coalbank Slough Bridge (Coos Bay)

11. GENERAL DESCRIPTION OF WORK
Seal cracks in sidewalk

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/20/88 as requested in Mr. Husby's letter of 10/19/88 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 12 is approved for a TEC of $3,170 - Federal funds $2,536.

RECEIVED
STATE HWY ENGR
NOV 7 '88
REFER TO
Carl G. Moore
FOR

14. DATE 11-1-88

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1859
NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: September 9, 1988

In Reply Refer to File No.:
CON 5
10158

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Kenneth E. Husby Bruce M. Walton
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-2-2(27)

Contract 10158, Work Completed August 19, 1988

Project Coalbank Slough Bridge (Coos Bay)

Highway Oregon Coast

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8/19/88

for John T. Price
Dale E. Wilken,
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 27 '88
REFER TO
FOR
Info Inves R/D D/R Sign File

BMW:mk

cc: D. E. Forbes
Kenneth E. Husby
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
SEP 12 1988
OREGON DIVISION

AN EQUAL OPPORTUNITY EMPLOYER

NOTED
SHE'S OFFICE

16,[illegible]

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE[illegible]Y REPORT FOR CONSTRUCTION P[illegible]JECTS

WEEK ENDING: 8-7-88

PROJECT NAME (SECTION): COALBANK SLOUGH BRIDGE (COOS BAY)

CONTRACT NO: 10158

HIGHWAY: OREGON COAST

COUNTY: COOS

F A PROJECT NO: BRF-2-2(27)

CONTRACTOR: ROSS BROTHERS CONSTRUCTION

KIND OF WORK: GRADING, PAVING, STRUC, ILLUM, SIG, LANDSCAPE

DATE OF AWARD: DECEMBER 5, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 3,506,737.49

ESTIMATED PROJECT COST $ 3,559,420.83

ESTIMATED PERCENT OVERRUN/~~UNDERRUN~~ 1.5 %

ENGINEERING

AUTHORIZATION $ 249,368.00

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 367,168.53

PERCENT OF AUTHORIZATION 147 %

FIRST NOTIFICATION DATE: JANUARY 13, 1986

ESTIMATED DATE OF COMPLETION, OR: 9-19-88

SECOND NOTIFICATION DATE AND: 8-19-88

ESTIMATED SEMIFINAL SUBMITTAL DATE: 8-13-88

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	09/19/88	971	930.0	95	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	ILLUM
ORIG. CONTRACT QUANTITIES	74,277 CY	14,242 TN	4,187 TN			
EST. CORRECTED QUANTITIES	64,399 CY	10,900 TN	4,502 TN			
EST. PERFORMED TO DATE	64,399 CY	10,900 TN	4,502 TN			
PERCENT PERFORMED TO DATE	100	100	100	100	100	100

ACTIVITIES THIS WEEK:

THE SECOND NOTIFICATION WAS WRITTEN FOR AUGUST 19, 1988

THIS WILL BE THE LAST REPORT.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

NO ACTIVITY.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) F. D. Morrison
F. D. MORRISON

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

jc cc: OSHD (D. Forbes)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

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AUG 31 '88
REFER TO Husby
FOR

Info	Inve	R/D	D/R	Sign	Act	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	13	Coos	Oregon cy 9-9

IN COMPANY WITH: Frank Morrison, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8/10/88	Richard R. Arnold, Area Engineer	BRF-2-2(27)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

COALBANK SLOUGH BRIDGE
OREGON COAST HIGHWAY
Grading, Paving, Structure, Signing, Signal & Landscaping

Work under this project consisted of constructing a 362 foot long by 87.2 foot wide structure along with the construction of approach embankments, pavement base and asphalt concrete pavement, roadway illumination, signing, traffic signals and landscaping. The original bridge was kept in service during construction and removed after traffic was switched onto the new bridge.

A contract in the amount of $3,073,034.81 was awarded Ross Bros. Const. Inc., Salem, Oregon on 12/5/85. Project work began on 1/13/86 and was generally completed in July of 1988 with the exception of cleanup and landscape establishment. The final estimated cost is $3,559,420.83 which includes $3,005,767.10 for original bid item work, $90,961.99 for work done under price agreements, $16,456.38 done under extra work orders, $81,031.78 for State force order work, $4,796.42 credit for non-spec CTB and Class "C" AC incorporated into the project, and $370,000.00 for engineering.

A claim is pending for sealing cracks that occurred in the bridge deck. To date the actual cause of the cracking has not been determined; however, the epoxy injection appears to have been successful. The actual cost of the injection was approximately $8,000 and the contractor is claiming $76,000 which includes a considerable amount of standby time.

All Federal-aid participating work on this project is complete.

Based on the results of this inspection final acceptance of this contract is recommended subject to a satisfactory resolution of the crack repair claim.

- RRA -

Form FHWA-1446A
(Rev. 2-84)

jc cc: OSHD (D. E. Forbes)

J

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION

☒ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

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STATE HWY ENGR
MAR 23 '88

REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

REGION NO. 10	REPORT NO. 12	COUNTY Coos	DIVISION of Oregon

IN COMPANY WITH
Frank M,orrison, Project Manager; OSHD

3/24

DATE OF INSPECTION 3/15/88	INSPECTION MADE BY Richard R. Arnold, Area Engineer	PROJECT NO. BRF-2-2(27)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S.C.D. 9-1-88 80 %	WORK COMPLETED 86 %

COALBANK SLOUGH BRIDGE
OREGON COAST HIGHWAY
Grading, Paving, Structure, Signing, Signal & Landscaping

NOTED
V. E. SCHWARTZ

Purpose:
The purpose of this inspection was to review the overall progress and adequacy of the project.

Traffic Control:
Traffic was diverted to the new bridge on 12/22/87 with 2 lanes in each direction. Two lanes are being maintained throughout the length of the project; however the lack of center turn pockets at some of the approaches continues to result in some congestion at times. Temporary approaches to businesses are delineated with plastic barrels. Some nighttime confusion exists for traffic wanting to access the businesses. Delineation is in substantial conformance with the MUTCD.

Work in Progress:
Drilling crew working on removal of the old bridge. Landscaping work underway at the north end of the project.

Work Remaining to Complete:
Finish removing the old bridge and temporary falsework piling.
Install guardrail ends. An additional post will be installed at the bridge ends to give the required support at the guardrail connection to the bridge rail.
Complete approach work and remaining sidewalks and curbs, finish paving and signal installation.
Complete landscaping and other miscellaneous work.

Comments:
The epoxy injection that was done on the bridge deck cracks appear to have been successful. Inspections under the bridge by the project manager when it was raining did not detect any water penetration. A determination on the cause of the cracking has not been made as of this time.

- RRA -

Form FHWA-1446A
(Rev. 2-84)

10,158

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

January 5, 1988
IN REPLY REFER TO
HB-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project BRF-2-2(27)
Coalbank Slough Bridge
Oregon Coast Highway
Contract 10158, Price Agreements No. 14 & 17

Mr. Fredrickson's December 15 letters forwarded price agreements No. 14 and 17 for our approval.

We are returning those agreements unapproved because they cover work which is nonparticipating as shown in the project agreement estimate.

Sincerely yours,

John T. Price

Dale E. Wilken
for Division Administrator

cc:
OSHD (C. Fredrickson, Const) w/ Price Agreements No. 14 & 17
OSHD (C. Gilmour, Program)

NOTED
W. E. SCHWARTZ

Schwartz: fyi

Orig to
1/7

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STATE HWY ENGR
JAN 6 '88
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-2(27)

2. STATE PROJECT NO.

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50051

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 24, 1987

8. FEDERAL ROUTE NUMBER FAP 2

9. STATE ROUTE NUMBER 9

10. GENERAL LOCATION:

Coalbank Slough Bridge

11. GENERAL DESCRIPTION OF WORK

Place reflective pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/24/87 as requested in Mr. Fredrickson's letter of 12/10/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 11 is approved to a TEC of $1,540; Federal Funds $1,232.

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STATE HWY ENGR
DEC 23 '87
REFER TO
Gilmour
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 12/21/87

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Coos Bay World
12-9-87

World photo by Charlie Kloppenburg

Jeff Carter, Ross Brothers Construction Co., Coos Bay, puts finishing touches on concrete piling at Coalbank Bridge.

Surface cracks need repair before opening

GARY A. POTTER

Coalbank bridge needs dry days

By LINDA MEIERJURGEN
Staff Writer

Crews will need a couple of days of sunshine before they can repair surface cracks in the road bed of the new Coalbank Slough Bridge in south Coos Bay, construction officials said Tuesday.

State highway officials and the general contractor said the cause of the cracks is uncertain.

Ross Brothers Construction Co. spokesman Larry Carter said the firm had already begun putting epoxy sealer into the cracks when the last spate of rains hit.

"We need one sunny day for things to dry out, then another sunny day to apply the remainder of the epoxy," Carter said.

When asked the cause of the cracks, Carter said, "Well, I guess the design of the structure."

Oregon Highway Division Bay Area chief Ken Allmer said that would be a matter for arbitration at the conclusion of the $3.6 million project. " I imagine the contractor will put in a claim for the costs of the work and we'll have to negotiate a settlement."

Allmer said he did not know why the cracks occurred, but added, "they do not harm the structural integrity of the structure."

Cost of the repair work is estimated at $15,000, Allmer said

Both parties had hoped to open the structure for traffic in October, but the sealing work must first be completed so dirt and grease do srt get into the cracks, Ross said. Allmer said the epoxy will prevent rain from getting in the cracks and rusting reinforcing steel inside the concrete.

The contract with the firm expires in July 1988, Allmer said, adding the firm must still open the bridge to traffic, remove construction aid structures, demolish the old bridge, and widen the highway approaches to the bridge

Sand that has been stabilized on the western side of the construction project with filter fabric and sandbags will be removed, and the area landscaped once the old bridge is torn out. The east edge of the bridge has already been landscaped, Allmer said.

The epoxy work is being done by a subcontractor, Adhesive Engineering, Beaverton, Ore., Carter said

During construction, the traffic lanes for access have been, and will continue to be narrow — about 11 feet — Allmer said, but once the project is completed there will be five lanes of regular size in that stretch of Highway 101. (The fifth lane will be a turning lane.)

Frank Morrison, the Highway Division chief engineer for the project, said there were longitudinal cracks in the road bed on either end of the structure, adding some of them went clear through the concrete slab.

Both Morrison and Allmer stressed "there is nothing structurally wrong with the bridge." Ross said the application of the epoxy would bring the bridge up to 100 percent of "design strength."

jc. cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

RECEIVED
STATE HWY ENGR
NOV 13 '87
REFER TO
Fredrickson
FOR

(Check appropriate box)

☐ INITIAL INSPECTION
☒ INTERMEDIATE INSPECTION
☒ PROJECT
☐ INSPECTION-IN-DEPTH
☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 11	COUNTY Coos	DIVISION Oregon

IN COMPANY WITH
Frank Morrison, Project Manager; OSHD and Richard R. Arnold, Area Engineer

DATE OF INSPECTION 11/4/87	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer; FHWA	PROJECT NO. BRF-2-2(27)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S.C.D. 9/1/88 %	WORK COMPLETED 79 %

COALBANK SLOUGH BRIDGE
OREGON COAST HIGHWAY
COOS BAY

NOTED
W. E. SCHWARTZ

This project was inspected to review the extent of the slab cracking and the success of the epoxy injection to seal these cracks.

TRAFFIC CONTROL:
Traffic is still being routed over the old highway. Traffic control devices were in substantial conformance with the MUTCD.

COMPLETED WORK:
The concrete work on the main structure is complete (falsework is released but still in place) and the roadway approaches are paved. Light poles are in place but not hooked up.

WORK IN PROGRESS:
1 crane and front end loader are removing bridge falsework.
3 men are placing epoxy in the cracks at the west slab span.

COMMENTS:
Epoxy injection - there is about 450 LF of slab span cracks that the contractor's consultant and Adhesive Engineering feel they can grout. The minimum size of the cracks are .002" to .003". Some of these cracks extend through the entire depth of the slab. Of those cracks injected on the east span only in about 3 places has (for a total of about 10') epoxy penetrated through to the bottom of the slab. It is felt that the deck sealing and crack penetration obtained is adequate in this area. As observed, a maximum pressure of about 225 psi was exerted to obtain the maximum injection penetration. The temperature of the bottom slab was about 45 - 55° and the contractor said the epoxy will completely harden in about 6 days under these conditions. The structure will be opened in about 2 weeks.

- HAS -

Form FHWA-1446A
(Rev. 2-84)

COALBANK SLOUGH
OREGON PROJECT BRF-2-2(27)
INSPECTION REPORT 11

1. Outlining deck cracks to be epoxy grouted.

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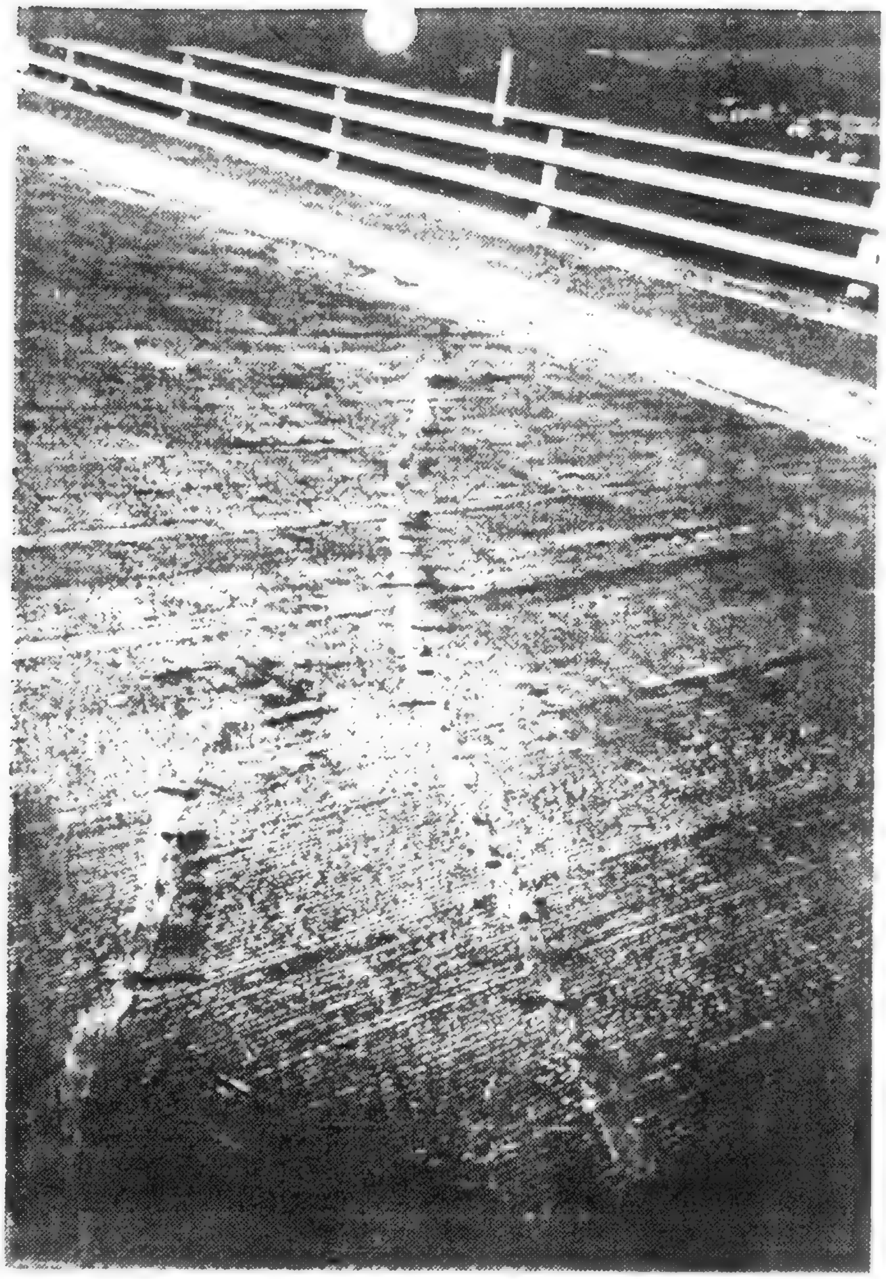
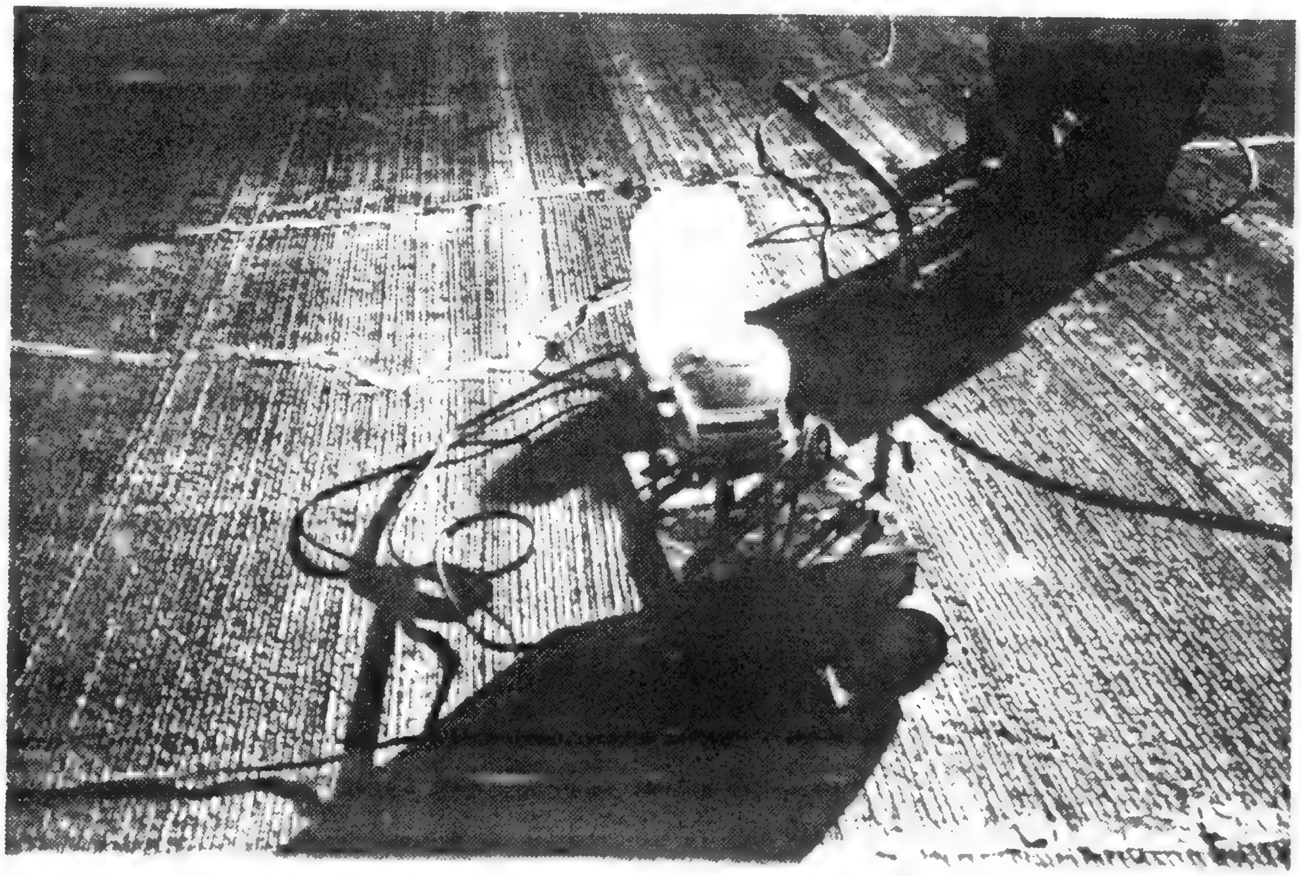
NOV 12 '87
REFER TO
FOR
Info Inves R/D D K Sign Act File

2. Epoxy grouting deck cracks.

3. Deck crack which has been sealed with epoxy grout.



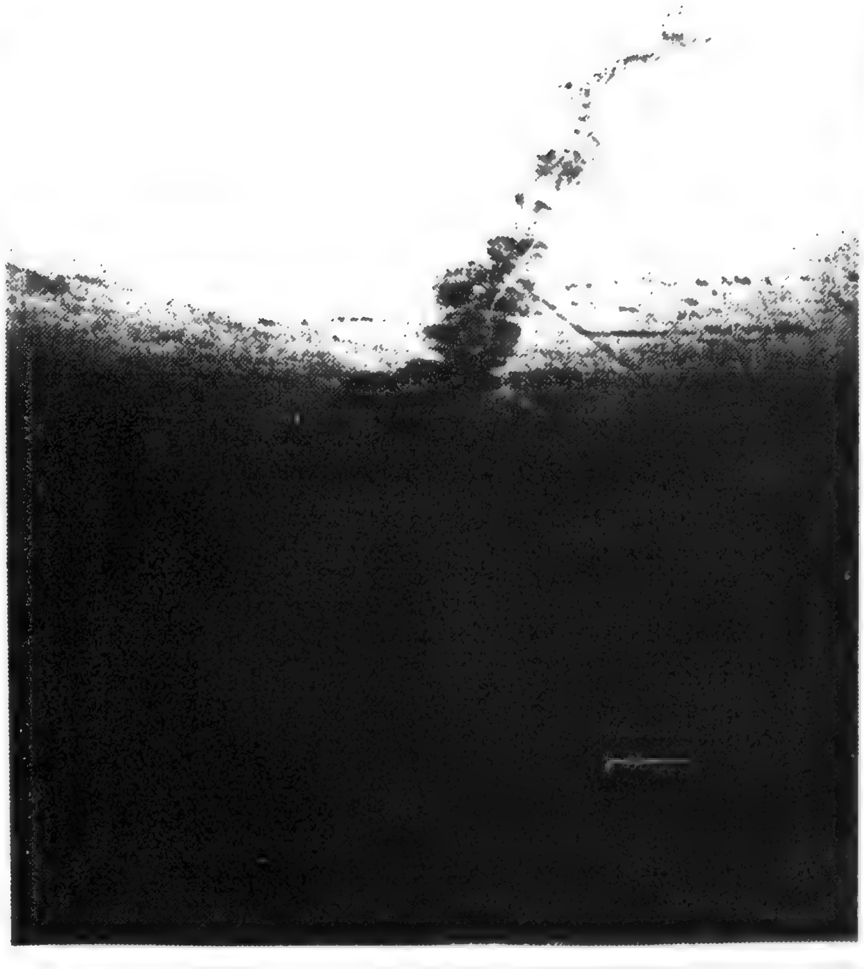
4. Two deck cracks which have been sealed with epoxy grout.



5. Epoxy grouting setup. Shown [illegible] epoxy, and the hardener and mixing operation. (See picture 2 for actual operation. Note dial showing pressure.)

6. Span 6, underside results of epoxy grouting. Note epoxy did not penetrate completely through all crack area.

7. Span 6, where epoxy did not penetrate.



8. Span 1, underside results of epoxy grouting. Note area where epoxy is dripping.

9. Status of bridge work, November 4, 1987.

bbc W. E. Schwartz
C. O. Fredrickson
Jack Sollis
Jim Gix
Bob Aldrich
Frank Morrison
R. L. S. Catalani
Fran Neavoll
Lisa Bolliger

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 14, 1987

LB:cjw sl

In Reply Refer to
File No.
COM 5
10158
10414

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Christopher R. Johnson, President
Johnson Rock Products, Inc.
P.O. Box 548
North Bend, OR 97459

Coalbank Slough Bridge
FAP No. BRF-2-2(27)
Contract No. 10158

Oregon Coast Highway at Oregon Avenue (Bandon)
FAP No. F-2-2(29)
Contract No. 10414
EEO/DBE Compliance Review

On September 10, 1987, your firm received a 30-day Show Cause Notice for failing to implement the required contract requirements pertaining to equal employment opportunity.

Your corrective action plan, as discussed with our EEO/DBE Compliance Unit on September 18, 1987, and October 7, 1987, and as submitted to us on October 13, 1987, has been reviewed and determined to be acceptable. Your implementation of the corrective action plan shows that Johnson Rock Products, Inc. is now taking the required affirmative action and can be considered to be in compliance. If it should later be determined that your corrective action plan is not sufficient to achieve compliance, this rescission shall not preclude a subsequent finding of noncompliance.

In view of the above, this letter is to inform you that the 30-day Show Cause Notice of September 10, 1987, is hereby rescinded. You are further advised that if it is found that Johnson Rock Products, Inc. has failed to comply with the provisions of the corrective action plan, formal sanction proceedings will be instituted immediately.

Larry Rulien
State Highway Engineer

Enclosure

bc Dale E. Wilken

Form 734-3122 (1-87)

CONCILIATION AGREEMENT AND CORRECTIVE ACTION PLAN (CAP)
between
OREGON DEPARTMENT OF TRANSPORTATION
and
JOHNSON ROCK PRODUCTS, INC.
October 8, 1987

Federal-aid contracts involved:

1. Coalbank Slough Bridge
   FAP No. BRF-2-2(27)
   Contract No. 10158

2. Oregon Coast Hwy at Oregon Avenue (Bandon)
   FAP No. F-2-2(29)
   Contract No. 10414

PART I: General Provisions:

1. This Agreement is between the above noted parties, Oregon Department of Transportation and Johnson Rock Products, Inc.

2. The problem areas identified that gave rise to this Agreement were found during the compliance review of Johnson Rock Products, Inc. which commenced September 1, 1987 and they were specified in the show cause notice issued September 10, 1987. The Oregon Department of Transportation alleges that Johnson Rock Products, Inc. has violated the equal employment opportunity requirements of the subject contracts and Title 23 CRF 230, Subpart D, and its implementing regulations by not carrying out the specific affirmative action EEO requirements, of the contracts listed and/or identifed and made part of the contracts specifications.

3. While this agreement may not constitute an admission by Johnson Rock Products, Inc. of any violation of Title 23 CRF 230, Subpart D, it does represent a congruent position that the EEO requirements of Johnson Rock Products, Inc. have not been fully executed.

   Subject to the demonstrated performance by Johnson Rock Products, Inc. of all committments contained herein and in the contract specifications, at the subsequent follow-up review, all identified problem areas shall be deemed resolved. However, Johnson Rock Products, Inc. is advised that the commitments contained in this Agreement do not preclude future determinations of noncompliance based on a finding that the commitments are not sufficient to achieve compliance, which may require modification, and/or that Johnson Rock Products, Inc. has not carried out the agreed upon commitments. If the latter is true, Johnson Rock Products, Inc. will be notified in writing and administrative remedies available under State and/or Federal rules, regulations or law will be promptly initiated, due to the respondent contractor not implementing the CAP as agreed upon.

4. Johnson Rock Products, Inc. agrees that the Federal Highway Administration (FHWA) may review compliance with this Agreement. As part of such review, the Oregon Department of Transportation

General Provisions Continued:

and/or FHWA may require written reports, inspect the job sites, request to interview employees, and may have access to the books, records, and accounts of Johnson Rock Products, Inc. for purpose of investigation to ascertain compliance with this Agreement.

5. Nothing herein is intended to relieve Johnson Rock Products, Inc. from compliance with the requirements of Title 23 CFR 230, Subpart D, or any other equal employment rules, regulation or law.

6. Johnson Rock Products, Inc. agrees that there will be no retaliation of any kind against any beneficiary of this Agreement, or against any person who has provided information and assistance, or who files a charge, or who participates in any manner in any proceeding under Title 23 CFR 230, Subpart D, or other equal employment statutes.

7. This Agreement will be deemed to have been submitted and accepted in good faith by Johnson Rock Products, Inc. and Oregon Department of Transportation on the date of signature unless it has been disapproved by the FHWA.

8. If at any time in the future Oregon Department of Transportation or the FHWA believes that Johnson Rock Products, Inc. has violated any portion of this Agreement Johnson Rock Products, Inc. will be promptly notified of that fact in writing. The notification shall include a statement of the facts and circumstances relied upon in forming that belief. In addition, said notification will provide Johnson Rock Products, Inc. with 15 days to respond in writing except where Oregon Department of Transportation or the FHWA alleges that such delay would result in irreparable injury.

9. It is understood that enforcement proceedings for violation of this Agreement may be initiated at any time after the 15-day period has elapsed (or sooner if irreparable injury is alleged).

10. It is recognized that where Oregon Department of Transportation or the FHWA believes that Johnson Rock Products, Inc. has breached this Agreement, evidence regarding the entire scope of Johnson Rock Products, Inc. alleged noncompliance from which the Agreement resulted, in addition to evidence regarding alleged violations of Johnson Rock Products, Inc. of the Agreement, may be introduced at the enforcement proceedings.

11. It is further recognized that liability for violation of this Agreement may submit Johnson Rock Products, Inc. to appropriate administrative remedies, as set forth in State and Federal rules, regulations, and law. It is also understood that this agreement covers current and future Federal-aid highway projects.

PART II: Specific Provisions

1. Problem Areas: "Underutilization of female operators (0%), female laborers (0%), and female Teamsters

Part II: Specific Provisions Continued:

(4.12%); and minority Operators (0%), minority laborers (0%), and minority Teamsters (0%). The minority employment goal for this area is 2.4% and the female goal statewide is 6.9%."

Commitment: Johnson Rock Products, Inc. will mail and/or post the enclosed letters and/or statements (exhibit #1) before October 13, 1987. Johnson Rock Products, Inc. will employ no new hires without contacting the enclosed potential recruitment sources (exhibit #2) in search of qualified female and/or minority employees.

2. Problem Areas: "Contractor could not provide evidence of sufficient documented good faith efforts to employ and retain female and minority Operators, Laborers and Teamsters."

Commitment: Johnson Rock Products, Inc. will mail and/or post the enclosed letters and/or statements (exhibit #1) before October 13, 1987. Johnson Rock Products, Inc. will keep on file a hand written log documenting an or going effort to meet the female and minority goals (exhibit #3).

3. Problem Areas: "Referral Sources, including the Departments supportive services contractors, are not being used. Oral and written communications have not been made with female and minority organizations in an effort to refer minorities and females to the unions for dispatch to the project. No systematic procedure exists to assist the contractors in its efforts to attain and maintain its EEO on-site workforce goals."

Commitment: Johnson Rock Products, Inc. will employ no new hires without contacting the enclosed potential recruitment sources (exhibit #2) in search of qualified female and/or minority employees. Johnson Rock Products, Inc. will keep on file a hand written log documenting an on going effort to meet the female and minority goals (exhibit #3).

4. Commitment In addition to the above comitments Johnson Rock Products, Inc. will provide the Oregon Department of Transportation with monthly progress reports which will include a head count of minority and female representation at each level of each trade and a list of minority employees.

5. Commitment Johnson Rock Products, Inc. is a construction company restricted largely to seasonel work. Therefore in October the company is forced to

Part II: Specific Provisions Continued:

begin cutting back its' number of employees rather than hiring new employees. In the spring the potential to employ new hires will again increase and Johnson Rock Products, Inc. is committed to taking the above corrective action in an attempt to meet the female goal of 6.9% and the minority goal of 2.4% as soon as possible.

This Agreement shall remain in full force and effect until Johnson Rock Products, Inc. has demonstrated performance of commitments under conditions of Item #3 and the Part II Specific Provisions.

Part III: Signatures:

This Agreement is hereby excuted by and between the Oregon Department of Transportation and Johnson Rock Products, Inc. subject to approval by the FHWA.

10-9-87
DATE

Christopher R Johnson Pres.
Signature: Johnson Rock Products Inc.

10/9/87
DATE

Signature: Oregon Dept. of Transportation

johnson
products

[illegible]

Exhibit #1 (17 pages)

LETTER OR NOTICE TO
EMPLOYEES OF EEO POLICY

TO ALL EMPLOYEES

NOTICE

This company is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this company. There will be no exceptions to this company policy.

Christopher R Johnson
EEO Officer

johnson
products

[illegible]

It is this company's policy not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, physical impairment or national origin.

Additionally, it is our policy to take affirmative action and promote a system which ensures that equal opportunity is the working procedure and end result.

(Signed) Christopher R Johnson Pres.

(Dated) 10-9-87

johnson products

[illegible]

It is the policy of Johnson Rock Products, Inc. to take affirmative action in affording equal employment opportunity to all qualified persons without regard to race, color, religion, sex, age, physical impairment or national origin.

This includes, but is not limited to, the following:

Hiring, placement, upgrading, transfer, demotion or promotion
Recruitment, advertising or solicitation for employment
Treatment during employment
Rates of pay or other forms of compensation
Selection for training, including apprenticeship
Layoff or termination

It is the policy of this company to cooperate to the fullest extent with the applicable regulations of the Civil Rights Act and the Executive Orders on Equal Employment Opportunity.

(Signed) Christopher R. Johnson Pres.

(Date) 10-9-87

johnson
products

[illegible]

LETTER APPOINTING
EEO OFFICER

Christopher R. Johnson (name)

President (company title)

P.O. Box 548 (address)

North Bend, OR 97459

Dear Mr. Johnson:

In line with our Equal Employment Opportunity practices, you have been designated to act as Equal Employment Opportunity Officer for the Company.

You are hereby authorized to monitor all employment related activity of the company to ensure that the company EEO Policy is being carried out, to submit EEO reports on behalf of the company to the Federal government as required, and to keep adequate and accessible EEO records of the company's employees.

You are hereby authorized to take appropriate steps to handle the company's EEO related activities.

Equal employment opportunity is a priority of this company. Please bring to me immediate attention any matter which interferes with that priority.

Sincerely,

Christopher R Johnson Pres.

Signature of President or Owner

johnson
products

[illegible]

LETTER TO UNION IF COMPANY
USES UNION AS SOURCE OF
EMPLOYMENT................

Teamsters, Auto Truck Drivers
& Helpers of America (Name of Union)

Local #57-B (Local No.)

711 Shelley Street (Address)

Springfield, OR 97477 (City and State)

Dear Sir:

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

In policy statements, all International Unions have declared a firm committment to this type of policy in consonance with the Civil Rights Act of 1964 and the Executive Order No. 11246.

To this end, we earnestly solicit your help by engaging in aggressive recruitment for minorities and females.

We count on your assistance in this matter.

Very truly yours,

Christopher R Johnson Pres.
EEO Officer

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products

[illegible]

LETTER TO UNION IF COMPANY
USES UNION AS SOURCE OF
EMPLOYMENT...............

International Union of
Operation Engineers (Name of Union)

Local #701 (Local No.)

1529 S.W. 12th Avenue (Address)

Portland, OR 97201 (City and State)

Dear Sir:

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

In policy statements, all International Unions have declared a firm committtment to this type of policy in consonance with the Civil Rights Act of 1964 and the Executive Order No. 11246.

To this end, we earnestly solicit your help by engaging in aggressive recruitment for minorities and females.

We count on your assistance in this matter.

Very truly yours,

Christopher R Johnson Pres.
EEO Officer

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products

[illegible]

LETTER TO UNION IF COMPANY
USES UNION AS SOURCE OF
EMPLOYMENT................

Oregon District Council of Laborers (Name of Union)

Local #85 (Local No.)

570 Lawrence, Suite 213 (Address)

Eugene, OR 97401 (City and State)

Dear Sir:

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

In policy statements, all International Unions have declared a firm committment to this type of policy in consonance with the Civil Rights Act of 1964 and the Executive Order No. 11246.

To this end, we earnestly solicit your help by engaging in aggressive recruitment for minorities and females.

We count on your assistance in this matter.

Very truly yours,

Christopher R Johnson Pres.
EEO Officer

johnson
products

[illegible]

LETTER TO SCHOOLS

Coos Bay School District(Name of School)

1330 Teakwood Avenue (Address)

Coos Bay, OR 97420 (City and State)

Dear Superintendent:

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this Company.

We earnestly urge that you help us in our recruitment program by referring qualified members of minority and female groups to our Company.

Very truly yours,

Christopher R Johnson
EEO Officer

Enclosure
Company Nondiscrimination Notice

johnson
products

[illegible]

LETTER TO SCHOOLS

North Bend School District (Name of School)

1313 Airport Lane (Address)

North Bend, OR 97459 (City and State)

Dear Superintendent:

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this Company.

We earnestly urge that you help us in our recruitment program by referring qualified members of minority and female groups to our Company.

Very truly yours,

Christopher R Johnson

EEO Officer

Enclosure
Company Nondiscrimination Notice

johnson products

[illegible]

LETTER TO SCHOOLS

Southwestern Oregon Comm. College (Name of School)

1988 Newmark Avenue (Address)

Coos Bay, OR 97420 (City and State)

Dear Superintendent:

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this Company.

We earnestly urge that you help us in our recruitment program by referring qualified members of minority and female groups to our Company.

Very truly yours,

Christopher R Johnson
EEO Officer

Enclosure
Company Nondiscrimination Notice

johnson
products

[illegible]

NOTICE TO
SUBCONTRACTORS

TO ALL SUBCONTRACTORS

Dear

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this Company. Our required contract provisions, in part, stipulate that we shall be required to include the provisions of nondiscrimination in employment in every subcontract.

We take this means to inform you that these provisions are a part of your subcontract, and we will require that you comply fully and completely therewith. Periodic inspections, reviews and reports may be required of you by this Company to insure your compliance with the EEO provisions of your subcontract.

We earnestly solicit your cooperation in this matter.

Very truly yours,

Christopher R Johnson
EEO Officer

Enclosure
Company Nondiscrimination Notice

johnson
products

[illegible]

LETTER TO EMPLOYMENT SOURCES
1. Unions
2. Employment Agencies
3. Job Service
4. Other

Urban League of Portland (Name)
McKinley Williams
Director of Employment
10 N. Russell (Address)

Portland, OR 97227 (City and State)

Dear

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this Company.

We earnestly urge that you help us in our recruitment program by referring qualified members of minority and female groups to our Company.

Very truly yours,

Christopher R Johnson
EEO Officer

Enclosure
Company Nondiscrimination Notice

johnson
rock
products

[illegible]

LETTER TO EMPLOYMENT SOURCES
1. Unions
2. Employment Agencies
3. Job Service
4. Other

Oregon Human Development Corp.
Jose L. Estrada (Name)

Regional Services Coord.
P.O. Box 23937 (Address)

Tigard, OR 97223 (City and State)

Dear

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this Company.

We earnestly urge that you help us in our recruitment program by referring qualified members of minority and female groups to our Company.

Very truly yours,

Christopher R Johnson Pres.
EEO Officer

Enclosure
Company Nondiscrimination Notice

johnson
rock
products

[illegible]

LETTER TO EMPLOYMENT SOURCES
1. Unions
2. Employment Agencies
3. Job Service
4. Other

Urban Indian Council, Inc.
Lewis Alexander (Name)
Executive Director
P.O. Box 3198 (Address)

Portland, OR 97208 (City and State)

Dear

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this Company.

We earnestly urge that you help us in our recruitment program by referring qualified members of minority and female groups to our Company.

Very truly yours,

Christopher R. Johnson Pres.
EEO Officer

Enclosure
Company Nondiscrimination Notice

johnson
products

[illegible]

LETTER TO EMPLOYMENT SOURCES
1. Unions
2. Employment Agencies
3. Job Service
4. Other

Employment Division
Jean Thomson (Name)
EEO Coordinator

875 N.E. Union Street, Rm. 208 (Address)

Salem, OR 97310 (City and State)

Dear

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this Company.

We earnestly urge that you help us in our recruitment program by referring qualified members of minority and female groups to our Company.

Very truly yours,

Christopher R Johnson Pres.
EEO Officer

Enclosure
Company Nondiscrimination Notice

johnson
products

[illegible]

LETTER TO EMPLOYMENT SOURCES
1. Unions
2. Employment Agencies
3. Job Service
4. Other

PTS Business Development Center(Name)

901 SE Oak, Suite 108 (Address)

Portland, OR 97214 (City and State)

Dear

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this Company.

We earnestly urge that you help us in our recruitment program by referring qualified members of minority and female groups to our Company.

Very truly yours,

Christopher R Johnson Pres.
EEO Officer

Enclosure
Company Nondiscrimination Notice

johnson
products

[illegible] [illegible]

LETTER TO EMPLOYMENT SOURCES
1. Unions
2. Employment Agencies
3. Job Service
4. Other

S. Brooks and Associates, Inc. (Name)

3575 NE Broadway (Address)

Portland, OR 97232 (City and State)

Dear

Johnson Rock Products, Inc. is committed to nondiscrimination in employment. Any person who applies for a job with this company will not be discriminated against because of race, color, religion, sex, age, physical impairment or national origin.

All qualified applicants are welcome to apply for jobs with this Company.

We earnestly urge that you help us in our recruitment program by referring qualified members of minority and female groups to our Company.

Very truly yours,

Christopher R Johnson Pres.
EEO Officer

Enclosure
Company Nondiscrimination Notice

Exhibit #2

POTENTIAL RECRUITMENT SOURCES *

Urban League of Portland
McKinley Williams
Director of Employment
10 N. Russell
Portland, OR 97227

Phone: (503) 280-2600

Urban Indian Council, Inc.
Lewis Alexander
Executive Director
P. O. Box 3198
Portland, OR 97208

Phone: (503) 232-5216

Oregon Human Development Corp.
Jose L. Estrada
Regional Services Coordinator
11654 S.W. Pacific Hwy.
P. O. Box 23937
Tigard, OR 97223

Phone: (503) 620-9317

Woodburn	982-5100
Ontario	881-1491
Klamath Falls	883-7186
Cornelius	640-5496 or357-0885
Hermiston	567-5800

Employment Division
Jean Thomson
EEO Coordinator
875 N.E. Union Street, Rm. 208
Salem, OR 97310

Other State of Oregon Employment Offices

Supportive Services Consultant (no fee)
PTS Business Development Center
901 SE Oak, Suite 108
Portland, OR 97214

Attn: James Posey or Jan Somers
(503) 238-1404

Licensed Placement Agency (fee charged)
S. Brooks and Associates, Inc.
3575 NE Broadway
Portland, OR 97232

Phone: (503) 284-7930

* This list is not complete. Other minority and women's organizations should be contacted for potential employee recruitment.

04068m

Exhibit #J

Log Beginning 9-4-87

① Mike Maguire received a call:
9-4-87 @ 2:30 PM to Jan Summers w/ Professional Training Services
- Discussed Costa Pacifica, an MBE who works for us.
- Discussed our recent compliance review and methods we would use to be sure we were [illegible] in compliance
Suggestions were:
1 - Next new hire place a minority
2 - Place Newspaper add saying "we encourage minority applicants"
3 - In advertising state we are an "Equal Opportunity Employer"
4 - DOCUMENT Everything !

5 - call her for help 1-800-782-0680

② Kip Johnson made a call:
9-14-87 @ 2 pm. to Jan Summers w/ Professional Training Services 1-800-782-0680
- Discussed Costa Pacifica and Jan said she would make a search for their replacement and notify ODOT of her findings & recommendations
- Discussed a letter from Larry Rulien of ODOT finding JRP in non-compliance with the equal opportunity requirements for Coalbank Slough Bridge & Oregon Coast Hwy @ Bandon
- Kip told Jan that he has employed Kirk Johnson as EEO officer for JRP. Jan suggested that JRP send written notification to
①State Bureau of Labor & Industry
②Professional Training Service
③ODOT
④Operators, Teamsters, & Laborers Unions

9-16-87 8:15 AM
3) Kirk Johnson Made Call To Roberta Reyna To hire as laborer 269-7042
Not working number anymore

9-16-87 9:00 AM
4) Mike Maguire called Joel [illegible] at Copenhagen Const. 757-3104 and discussed how his company has either complied or documented good effort.

⑤ 9-16-87 Kirk Johnson called Mike Ekman to hire as a flagger on [illegible] at [illegible] Ave Job. Mike was not available

⑥ 9-17-87 Kirk Johnson Talked to Marty Davis, 888-6217, about Flagging in future. She is available and Mae Hinckley, 888-5866, also

⑦ Kip Johnson made a call:
9-17-87 @ 8:10a.m. to Jan Summers w/ Professional Training Services 1-800-782-0680
- Discussed meeting w/ODOT in Roseburg tomorrow

⑧ Kip Johnson made a call:
9-17-87 @ 2 p.m. to Brad Dennis w/Morse Bros. 928-6191
- Discussed their position with reference to EEO/MBE compliance and asked for assistance

⑨ Mike made call - Jan Summers 1-800-782-4680 @ 9:55 on 9-24-87
Request help in securing minority or women for three flagging jobs on Sept 25, 26 and 28. She will return call by noon today

⑩ Mike called - Laborers Union 345-1974 @ 10:20 on 9-24-87
Request help in securing three flaggers with preference for women.
She will have prospective employees call JRP

⑪ Mike called - Marty Davis 888-6217 to request she and Mia Hecklow are flaggers on Sept 25, 26 and 28. She will call back.
They called back and were hired.

⑫ Mike Talked to Kathy at Laborers 9-24-87 @ 1:15 No one available

⑬ Kip Johnson received a call:
9-28-87 @ 11:30 a.m. from James Posey w/PTS
- Discussed meeting JRP goals through using local Indian tribes.

⑭ 9-30-87 10:30 AM Mike called Teamsters Dispatch, 756-2557 Diane, and requested that they send R.M. drivers to talk to Kip for immediate hire. One position. minority preferred

⑮ 9-30-87 10:45 AM Mike called PTS, 238-1404 James Posey, and requested that they send experienced R.M. drivers to talk to Kip for immediate hire. One position, minority preference.

⑯ 9-30-87 2:10 PM Mike called 701 Dispatch, 226-1291, and asked that they have an A.C. roller operator contact Kip. minority preferred, one position

⑰ 9-30-87 2:15 PM Mike called PTS, 238-1404. No one in they will call back.
9-30-87 3:10 PM James Posey of PTS called. Confirmed we want to hire an experienced Roller operator minority preferred. He will have them call Kip.

⑱ 9-30-87 4:15 PM James Posey called. He will send David Testawitch and Ramus Jackson to meet with Kip at 6:30 AM 10-1-87.

⑲ 10-1-87 JRP employed Remus Jackson as a journeyman/truck driver & David Testawitch as a journeyman asphalt roller operator.
At 5 p.m. the paving foreman, Tim Slecton, told me Dave told him that he had never operated an asphalt roller and would therefore not be suitable for an asphalt roller operator on our paving crew

⑳ 10-2-87 6:30 a.m. Kip told Dave that James Posey w/PTS was asked to provide JRP with an experienced asphalt roller operator. Because Dave admitted to never having operated asphalt roller, Kip said he would work him today and then he could not use him any more.

㉑ 10-2-87 Kip Johnson received notice from Laborers union that Costa Pacific had not Paid benefits and Johnson Rock was responsible for $567.20. Amount will be paid Today

㉒ 10-2-87 Kip Johnson explained the situation regarding Dave Teslowitch being terminated.

㉓ 10-2-87 Kip & Kirk Johnson discussed the similarity between Costa Pacific and Pruitt & Fisher whose bankruptcy cost us $16,000.00

㉔ 9-21-87 11:00 AM Kirk Talked to Alphonso Cabrera re: Flagging on Oregon Ave at Bandon Job for same price as Costa Pacific. He will get back to him

㉔ 10-5-87 Kip Johnson talked to James Posey regarding dismissal of Dave Teslowitch. James apologized for not knowing that Dave had no Knowledge or experience on asphalt rolling. James also mentioned that Kip would be seeing a minority truck driver by the name of Stan who lives in the Coos Bay area

㉕ [illegible]

Kirk Johnson

9-23-87 Steve Donaldson, Bandon project state inspector, said Cabrera didn't want to do flagging for Jose's price.

9-28-87 Called Lisa Bolliger to get direction from her on what to do about Cabrera not accomplishing anything on Bandon job. Lisa called back and told me she contacted Cabrera and he said he would be finished Tues night or Wed AM. 29th & 30th. Tim Johnson said Cabrera sent the wrong steel. Not much accomplished today.

9-29-87 4:15 pm Tried to talk with Lisa Bolliger again about non performance by Cabrera. She was gone. Kathy called back @ 4:38 p.m. I told her of problem and that Frank [illegible] knows the exact details. She said she would call Frank and get back to me tomorrow.

9-30-87 Cabrera finally on site. Kirk got Joel Flowers to help Cabrera. Joel, Kirk, Cabrera & crew looked at each basin and arrived at solution. Kathy never called back.

㉖ 10-5-87 Kip Johnson talked with Stan Redmond about driving ready-mix truck on standby basis. Stan said he didn't have a phone or a car. Kip gave him the names of Jan & James @ PTS along with the phone number and encouraged him to ask them for assistance.

㉗ 10-6-87 Kip Johnson was called by James Posey w/PTS [illegible] employment [illegible]. James said Stan would have a phone on Thursday and they would try to help him get a car.

㉘ 10-8-8 Kip Johnson talked to John Widmore with the Oregon State Dept. of Labor regarding wages not paid to an employee of Coastal Pacifica amounting to $194.44. It appears that Johnson Forest Products, Inc. will have to pay these wages out of its own pocket along with $567.20 for delinquent Union trust fund payments.

September 10, 1987

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Christopher Johnson, President
Johnson Rock Products, Inc.
P.O. Box 548
North Bend, OR 97459

COM 5
10158
10415

Coalbank Slough Bridge
FAP No. BRF-2-2(27)
Contract No. 10158

Oregon Coast Hwy at Bandon Avenue (Bandon)
FAP No. F-2-2(29)
Contract No. 10414
EEO/MBE Contract Compliance Review

As a result of the EEO/MBE compliance review of the subject projects held at your North Bend office and conducted on September 1, 1987, by the Oregon State Highway Division's Office of Contract Compliance, it is our determination that you are not in compliance with your equal opportunity requirements and that good faith efforts have not been made to meet your equal opportunity requirements in the following areas:

1. Underutilization of female Operators (0%), female Laborers (0%), and female Teamsters (4.12%); and minority Operators (0%), minority Laborers (0%), and minority Teamsters (0%).

   The minority employment goal for this area is 2.4% and the female goal statewide is 6.9%.

2. Contractor could not provide evidence of sufficient documented good faith efforts to employ and retain female and minority Operators, Laborers, and Teamsters.

3. Referral sources, including the Department's supportive services contractor, are not being used. Oral and written communications have not consistently been made with female and minority organizations in an effort to refer minorities and females to the unions for dispatch to the project. No systematic procedure exists to assist the contractor in its efforts to attain and maintain its EEO on-site workforce goals.

Your failure to take the contractually-required affirmative action has contributed to the unacceptable level of minority and female employment in your operations, particularly in the semiskilled and skilled categories of employees.

Contract special provisions provide that when equal opportunity deficiencies exist, it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance. The commitment must include the specific action which you propose to take to correct each deficiency and the date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction. Your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority and female representation at each level of each trade and a list of minority employees.

You are specifically advised that making the commitment discussed above will not preclude a further determination of noncompliance upon a finding that the commitment is not sufficient to achieve compliance.

We will hold a compliance conference at 8:30 a.m., Friday, September 18, 1987, at the Region Engineer's Office located at 1523 SE Cobb Street, Roseburg, for you to submit and discuss your written commitment. If your written commitment is acceptable and if the commitment is sufficient to achieve compliance, you will be found in compliance during the effective implementation of that commitment.

If you indicate either directly or by inaction that you do not wish to participate in the scheduled conference and do not otherwise show cause within 30 days from receipt of this notice why enforcement proceedings should not be instituted, this agency will commence enforcement proceedings under Title 23, USC 140. In addition, all payments due under this contract will be withheld until you respond with an acceptable corrective action plan.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal opportunity contract requirements has taken place, any federal-aid highway construction contracts or subcontracts which you hold may be cancelled, terminated, or suspended, and you may be debarred from further such contracts or subcontracts. Such other sanctions as are authorized by the Department of Transportation may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to: R. L. S. Catalani, Construction Section, Oregon State Highway Division, Department of Transportation, 1158 Chemeketa Street, N.E., Salem, OR 97310, (503) 378-6314.

Under ORS 279.037 (1)(d), "a public contracting agency may disqualify any person as a bidder on a public contract if the agency finds. . .the person has repeatedly breached contractual obligations to public and private contracting agencies". (An Attorney General's opinion states that two or more offenses are considered to be "repeatedly".) We consider your conduct under this contract and as described in this letter to be a breach of contract. Any future breach of contract would subject your firm to being disqualified under the above-stated statute.

Larry Rulien
State Highway Engineer

Enclosure (Conciliation Agreement)

bc: Dale E. Wilken, FHWA (w/two copies of Contract Compliance Review)

bbc: W. E. Schwartz
Jack Sollis
Fran Neavoll
C. O. Fredrickson
R. L. S. Catalani
Jim Gix
Bob Aldrich
Frank Morrison

LB:cjw sl
018

CONTRACT COMPLIANCE REVIEW **REGION 10**	**STATE** Oregon	**DATE OF REVIEW** 09-01-87

1. REVIEW GUIDELINES

X 23 USC 140
X FORM PR-1273
X 49 CFR 23
X EO 11246, AS AMENDED
X 41 CFR 60-1.4
X 41 CFR 60-4

2. TYPE OF REVIEW

X ORIGINAL REVIEW
___ FOLLOW-UP REVIEW
___ CONSOLIDATED REVIEW
___ OTHER

OR-010-FY87(14)

3. CONTRACT NUMBER 10,158
BRF-2-2(27)

4. DOLLAR AMOUNT OF CONTRACT
Contract amount: $3,073,034.81
Subcontract amount: 804,929.00

5. NAME AND ADDRESS OF CONTRACTOR
Johnson Rock Products, Inc
PO Box 548
North Bend OR 97459

6. CONTRACTOR IDENTIFICATION
___ PRIME
X SUB
___ SUPPLIER
___ OTHER

Prime Contractor:
Ross Bros. Construction, Inc
3501 Brooklake Road N
Salem OR 97303

7. NAME AND TITLE OF COMPANY OFFICER
Christopher Johnson
President

8. NAME AND TITLE OF EEO OFFICER
Kirk L. Johnson
Vice President

9. PROJECT ADDRESS
Coalbank Slough Bridge
Coos County

10. NAME AND TITLE OF PROJECT OFFICER
Kirk L. Johnson
Vice President

11. CONTRACT SCHEDULE
BEGINNING DATE: January 1986
ESTIMATED COMPLETION DATE: October 1987 (late)

12. DETERMINATION OF COMPLIANCE STATUS:
☐ IN-COMPLIANCE ☒ IN-NON-COMPLIANCE ☐ FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND DETAILS, ITEM 18

13. MINORITY BUSINESS (MBE)/WOMAN-OWNED BUSINESS (WBE) PARTICIPATION

NAME AND TITLE OF MBE OFFICER
Kirk L. Johnson
Vice President

MBE GOAL IN CONTRACT 10 %
WBE GOAL IN CONTRACT 2 %

TOTAL MBE PARTICIPATION $ 310,648.70 (10.1 % OF TOTAL CONTRACT)
TOTAL WBE PARTICIPATION $ 61,957.50 (2.0 % OF TOTAL CONTRACT)

THE PRIME CONTRACTOR IS A:

☒ MAJORITY FIRM ☐ MBE ☐ WBE

OTHER COMMENTS:

The prime contractor, Ross Bros. Construction, Inc., met the specified contract goals by committing with three DBE firms and three WBE firms. One WBE firm, Anderson's Erosion Control, Inc., was used to meet contract goals and is sub-subcontracting with Johnson Rock Products, Inc.

14. LIST SUBCONTRACTORS AND SUPPLIERS BELOW.

NAME	SUBCONTRACT/SUPPLIER	MBE/WBE	DOLLAR AMOUNT OF CONTRACTS
Johnson Rock Products, Inc., subcontractor, has sub-subcontracted with the following contractors:			
Anderson's Erosion Control, Inc.	Sub-subcontractor	WBE	7117.50
Pacific Extruded Curb	Sub-subcontractor	-	1701.50
H_2O Contractors, Inc.	Sub-subcontractor	-	11,375.00

15. UNION AFFILIATIONS AND OTHER RECRUITING AND TRAINING DATA

UNION TITLE OR IDENTIFICATION A	UNION LOCAL NUMBER B	DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS? C		DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS? D		DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-EMPLOYMENT, APPRENTICE, OR POST EMPLOYMENT TRAINING PROGRAMS? E	
		YES	NO	YES	NO	YES	NO
Operators	701		X	X			X
Laborers (Springfield)	65		X	X			X
Teamsters (Springfield)	57		X		X		X

OTHER RECRUITING SOURCES, ESPECIALLY MINORITY OR POVERTY ASSISTANCE ORIENTED

A. NAME OR OTHER IDENTIFICATION	B. ADDRESS
Word of mouth	

16. MINORITY GOAL 2.4 **%**

REPORTING PERIOD 02/22 - 07/31/87

FEMALE GOAL 6.9 **%**

COVERED AREA Lane/Coos/Curry/Douglas/
Jackson/Josephine/Klamath/
Lake Counties

ANTICIPATED PEAK EMPLOYMENT DATE August-September

NUMBER OF EMPLOYEES 40

ANALYSIS OF EMPLOYMENT DATA:

CRAFT	TOTAL HOURS	MINORITY HOURS	MINORITY PERCENTAGE	FEMALE HOURS	FEMALE PERCENTAGE
Operators	11,094	0	0	0	0
Laborers	4,241	0	0	0	0
Teamsters	3,730	0	0	154	4.12%

U. S. DEPARTMENT OF LABOR
Employment Standards Administration, OFCCP

MONTHLY EMPLOYMENT UTILIZATION REPORT

1. COVERED AREA (SMSA OR SA)

2. EMPLOYER'S I.D. NO. 93-0461038

3. CURRENT GOALS
MINORITY: ____
FEMALE: ____

4. REPORTING PERIOD
FROM: 05-24-87
TO: 06-27-87

This report is required by Executive Order 11246, Sec. 203. Failure to report can result in contracts being canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts.

NAME AND LOCATION OF CONSTRUCTION PROJECT

NAME AND LOCATION OF CONTRACTOR
Johnson Rock Products, Inc.
P.O. Box 548
North Bend, Oregon 97459

FEDERAL FUNDING AGENCY

6. WORK HOURS OF EMPLOYMENT (Federal & Non-Federal)

5. CONSTRUCTION TRADE	Classification	6a. TOTAL ALL EMPLOYEES BY TRADE		6b. BLACK (Not of Hispanic Origin)		6c. HISPANIC		6d. ASIAN OR PACIFIC ISLANDERS		6e. AMERICAN INDIAN OR ALASKAN NATIVE		7. MINORITY PERCENTAGE	8. FEMALE PERCENTAGE	9. TOTAL NUMBER OF EMPLOYEES		10. TOTAL NUMBER OF MINORITY EMPLOYEES	
		M	F	M	F	M	F	M	F	M	F			M	F	M	F
Laborers	Journey worker	1332												7			
	APPRENTICE																
	TRAINEE	110												1			
	SUB-TOTAL	1442												8			
Operating Engineers	Journey worker	3410												17			
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL	3410												17			
TEAMSTERS	Journey worker	1184	43											12	1		
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL	1184	43											12	1		
	Journey worker																
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL																
	Journey worker																
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL																
TOTAL JOURNEY WORKERS		5926	43											36	1		
TOTAL APPRENTICES																	
TOTAL TRAINEES														1			
GRAND TOTAL		6036	43											37	1		

11. COMPANY OFFICIAL'S SIGNATURE AND TITLE
President

12. TELEPHONE NUMBER (Include area code)
(503)756-5158

13. DATE SIGNED
July 13, 1987

PAGE 1 OF 1

OMB APPROVAL NO. 44R1398

FORM CC 257 (Rev. 9/78)

17. TRAINING PROGRAM INFORMATION:

NUMBER OF TRAINING POSITIONS ASSIGNED IN CONTRACT one (1)

A carpenter apprentice was approved for participation in the training program. This training was provided by the prime contractor, Ross Bros. Construction.

18. ADDITIONAL INFORMATION AND OBSERVATIONS

YES	NO	
X		1. REQUIRED POSTERS CONSPICUOUSLY DISPLAYED? lunch room; job shack
X		2. REQUIRED WRITTEN NOTICES AND COMPANY'S EEO POLICY SENT TO UNIONS?
X		3. VERIFICATION OF NON-SEGREGATED FACILITIES?
X		4. REVIEW OF COMPANY'S MANAGERS, SUPERVISORS, AND LEAD PERSONNEL FOR COMPLIANCE WITH EEO RESPONSIBILITIES?
X		5. REQUIRED REPORTS SUBMITTED?
X		6. REVIEW OF SUBCONTRACTORS, SUPPLIERS, ETC., REPORTING AND EMPLOYMENT REQUIREMENTS?
	X	7. ANY PRIOR COMPLIANCE REVIEWS? DETERMINATIONS?
	X	8. COMMUNITY RELATIONS, PUBLICATIONS, NOTICES, MEETINGS?

19. FINDINGS AND RECOMMENDATIONS

Refer to attached sheets.

20. CONDUCTED BY:

☐ A. REGIONAL OFFICE	SIGNATURE, TITLE AND DATE
☒ B. STATE ~~DIVISION OFFICE~~	SIGNATURE, TITLE AND DATE EEO and MBE Contract Compliance Manager by
☒ C. STATE	SIGNATURE, TITLE AND DATE EEO and MBE Contract Comliance Officer Lisa Bolliger 9/19/87

21. REVIEWED BY:

☐ A. REGIONAL ADMINISTRATOR	☐ CONCUR	☐ DO NOT CONCUR	SIGNATURE AND DATE
☐ B. REGIONAL OFFICE OF CIVIL RIGHTS	☐ CONCUR	☐ DO NOT CONCUR	
☐ C. DIVISION	☐ CONCUR	☐ DO NOT CONCUR	

Additional information regarding other contracts reviewed in this geographical area for which Johnson Rock Products is under contract:

ITEM 3

F-2-2(29); 10415

ITEM 4

$330,813.36

ITEM 5

Same as indicated on review report (SAIORR)

ITEM 6

Prime contractor

ITEM 7 and 8

SAIORR

ITEM 9

Oregon Coast Highway and Bandon Avenue (Bandon), Coos County

ITEM 10

SAIORR

ITEM 11

August 11, 1987 (beginning date)
October 1987 (estimated completion date)

ITEM 13

Kirk Johnson	10% MBE
Vice President	2% WBE

Participation	(MBE)	$33,394	(10.07% of contract)
	(WBE)	$ 7,550	(2.28% of contract)

Prime contractor is a majority contractor.

Two DBE firms and one WBE firm were used to meet contract goals.

ITEM 14

Cabrera Construction	Subcontractor	DBE	$15,409
Coasta Pacifica	Subcontractor	DBE	$17,985
A & G Landscaping	Subcontractor	WBE	$ 7,550
Patrick Shorey Const.	Subcontractor	-	$40,265

ITEM 15

SAIORR

ITEM 16

Anticipated peak: August/September 40 Employees

ITEM 17

Not applicable

ITEM 18

SAIORR

ITEM 19 - FINDINGS AND RECOMMENDATIONS

1. During the reporting period, the following new hire opportunities occurred:

Operators

8 Total New Hires - All Caucasian Males

Name	Hire Date
Richard Bales	05-04-87
Richard Casey	04-21-87
Norman Gerstner	07-03-87
Bruce Harris	04-23-87
William Kulick	06-15-87
Willis Leno	04-01-87
Frank Mays	08-03-87
Carman Mitchell	04-14-87

Laborers

7 Total New Hires - All Caucasian Males

Name	Hire Date
Robert H. Adams	05-06-87
Gary J. Barone	07-14-87
George Dudley	06-18-87
Tracy R. Reichlein	04-29-87
David M. Sypher	07-06-87
Larry E. Tunnell	05-07-87
Travis D. Tunnell	07-16-87

Teamsters

5 Total New Hires - All Caucasian Males

Name	Hire Date
Robert E. Beare	06-25-87
Kenneth D. Cotton	05-01-87
Charles J. Lyche	06-25-87
Charles A. Parks	05-01-87
George R. Stark	06-15-87

The employee listing provided by the contractor indicated all personnel who are non-management. The listing indicates race and sex of each employee. The only employees who are not caucasian males are Suzanne Burcher (Caucasian female) who is the company's administrative support; and Catherine Burton (Caucasian female) employed as a Teamster. The CC257's indicate Ms Burton averages 50 hours per month.

2. The contractor was found to be deficient in the utilization of minority Operators (0%), Laborers (0%), and Teamsters (0%); and female Operators (0%), Laborers (0%), and Teamsters (4.12%), during the reporting period. The employment goal for this area is 2.4% minority and 6.9% female.

3. The contractor could not demonstrate that any good faith efforts had been made to employ females and minorities in the Operators, Laborers, and Teamsters crafts. The contractor stated they seek out qualified people, and then refer them to the Union for dispatch to their projects. Specific documented efforts; however, have not been made to employ minorities and females in all crafts.

4. On August 28, 1987, the contractor was telephoned to adjust the Compliance Review meeting from 1:30 pm to 11:30 am. The contractor related this change would be satisfactory. The Review was scheduled to be held with Kirk Johnson, Vice President of Johnson Rock Products. Additionally, the contractor was instructed to have specific materials in this office by August 25, 1987. On August 28, the information had not been received. The contractor committed to

hand delivering the information to the Project Manager on August 31. When I arrived at the Project Manager's office the information was not received and a message had been left by the contractor that he had never received my original letter scheduling the compliance review.

On September 1, I arrived at the contractor's office at 11:30 am. Kirk Johnson was enroute to Roseburg and Christopher Johnson could not be reached. I returned at 1:00 and Christopher Johnson arrived at 1:30 pm. I conducted the Review with the aid of a computerized listing. Kirk Johnson returned to the office after the Review was completed.

5. The following individuals were present at the EEO/MBE Contract Compliance Review:

   Christopher R. Johnson, President, Johnson Rock Products
   Michael Maguire, Office Manager, Johnson Rock Products
   Frank Morrison, Project Manager, Highway Division
   Lisa Bolliger, Compliance Officer, Highway Division

6. The contractor does not participate in pre-employment, apprentice, or post-apprentice employment training programs.

RECOMMENDATION:

Issue a 30-day show cause notice based on the following noted deficiencies:

1. Under-utilization of female Operators (0%), female Laborers (0%), and female Teamsters (4.12%); and, minority Operators (0%), minority Laborers (0%), and minority Teamsters (0%). The minority employment goal for this area is 2.4% and female goal Statewide is 6.9%.

2. Contractor could not provide evidence of sufficient documented good faith efforts to employ and retain female and minority Operators, Laborers, and Teamsters.

3. Referral sources, including the Department's supportive services contractor, are not being used. Oral and written communications have not consistently been made with female and minority organizations in an effort to refer minorities and females to the Unions for dispatch to the project. No systematic procedure exists to assist the contractor in its efforts to attain and maintain its EEO on-site workforce goals.

09081w

Sample Conciliation Agreement
Correction Action Plan (CAP)
between
(Insert Name of State Highway Agency (SHA)
and
(Insert Name of respondent contractor)
(Federal-aid contracts involved)

PART I: General Provisions:

1. This Agreement is between the above noted parties (insert name of SHA) and (insert name of contractor(s)).

2. The problem areas identified that gave rise to this Agreement were found during the compliance review of (Name of Contractor(s)) which commenced (dates) and they were specified in the show cause notice issued (date). The (Name of State Highway Agency) alleges that (Name of contractor(s)) have violated the equal employment opportunity requirements of the subject contract(s) and Title 23 CFR 230, Subpart D, and its implementing regulations by not carrying out the specific affirmative action EEO requirements of the contract(s) listed and/or identified and made part of the contract(s) specification(s).

3. While this agreement may not constitute an admission by (insert name of contractor(s)) of any violation of Title 23 CFR 230, Subpart D, it does represent a congruent position that (insert name of contractor(s)) EEO requirements have not been fully executed.

   Subject to the demonstrated performance by (insert name of contractor(s)) of all commitments contained herein and in the contract specifications, at the subsequent follow-up review, all identified problem areas shall be deemed resolved. However, (insert name of contractor(s)) is advised that the commitments contained in this Agreement do not preclude future determinations of noncompliance based on a finding that the commitments are not sufficient to achieve compliance, which may require modification, and/or that (insert name of contractor(s)) has not carried out the agreed upon commitments. If the latter is true, (insert name of contractor(s)) will be notified in writing and administrative remedies available under State and/or Federal rules, regulations or law will be promptly initiated, due to the respondent contractor not implementing the CAP as agreed upon.

4. (Insert name of contractor(s)) agrees that the Federal Highway Administration (FHWA) may review compliance with this Agreement. As part of such review, the (insert name of SHA) and/or FHWA may require written reports, inspect the job sites, request to interview employees, and may have access to (insert name of contractor(s)) books, records and accounts for purpose of investigation to ascertain compliance with this Agreement.

5. Nothing herein is intended to relieve (insert name of contractor(s)) from compliance with the requirements of Title 23 CFR 230, Subpart D, or any other equal employment rules, regulation or law.

6. (Insert name of contractor(s)) agrees that there will be no retaliation of any kind against any beneficiary of this Agreement, or against any person who has provided information and assistance, or who files a charge, or who participates in any manner in any proceeding under Title 23 CFR 230, Subpart D, or other equal employment statutes.

7. This Agreement will be deemed to have been submitted and accepted in good faith by (insert name of contractor(s) and insert name of SHA) on the date of signature unless it has been disapproved by the FHWA.

8. If at any time in the future (insert name of SHA) or the FHWA believes that (insert name of contractor(s)) has violated any portion of this Agreement (insert name of contractor(s)) will be promptly notified of that fact in writing. The notification shall include a statement of the facts and circumstances relied upon in forming that belief. In addition, said notification will provide (insert name of contractor(s)) with 15 days to respond in writing except where (insert name of SHA) or the FHWA alleges that such delay would result in irreparable injury.

9. It is understood that enforcement proceedings for violation of this Agreement may be initiated at any time after the 15-day period has elapsed (or sooner if irreparable injury is alleged).

10. It is recognized that where (insert name of SHA) or the FHWA believes that (insert name of contractor(s)) has breached this Agreement, evidence regarding the entire scope of (insert name of contractor(s)) alleged noncompliance from which the Agreement resulted, in addition to evidence regarding (insert name of contractor(s)) alleged violations of the Agreement, may be introduced at the enforcement proceedings.

11. It is further recognized that liability for violation of this Agreement may submit (insert name of contractor(s)) to appropriate administrative remedies, as set forth in State and Federal rules, regulations, and law. It is also understood that this agreement covers current and future Federal-aid highway projects.

PART II: Specific Provisions

1. Problem area: List the specific violation with supportive statement.

   Commitment: specification(s) with timeframes in which the contractor commits itself to take toward correcting the problem.

2. Problem area: list the specific violation with supportive statement.

   Commitment: specific action(s) with timeframes in which the contractor commits itself to take toward correcting the problem.

3. Problem area: list the specific violation with supportive statement.

   Commitment: specific action(s) with timeframes in which the contractor commits itself to take toward correcting the problems.

This Agreement shall remain in full force and effect until (insert name of contractor(s) has demonstrated performance of commitments under conditions of Item #3 and the Part II Specific Provisions.

PART III: Signatures

This Agreement is hereby executed by and between the (insert name of SHA) and (insert name of contractor(s)) subject to approval by the FHWA.

____
Date

____
Signature (Contractor)

____
Date

____
Signature (SHA) designee

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☒ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
AUG 27 '87
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

9/1

REGION NO. 10	REPORT NO. 9	COUNTY Coos	DIVISION Oregon
IN COMPANY WITH Frank Morrison, Project Manager; OSHD			
DATE OF INSPECTION 8/12-18/87	INSPECTION MADE BY Richard R. Arnold, Area Engineer and Mike Cribb, Highway Engineer Trainee		PROJECT NO. BRF-2-2(27)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S.C.D. 8/22/88 %	WORK COMPLETED 62 %

COALBANK SLOUGH BRIDGE
COOS BAY - ROSEBURG HIGHWAY
Grading, Paving, Structure, Signing, Signal & Landscaping

PURPOSE:
The purpose of this inspection was to determine the overall adequacy and effectiveness of procedures being followed by both the contractor and project personnel in obtaining compliance with the specification for the deck forming and placement of the deck concrete.

TRAFFIC CONTROL:
Traffic continues to be routed over the old Coalbank Slough bridge. The traffic control devices in use were in substantial conformance with the MUTCD.

WORK COMPLETED TO DATE:
All pier and abutment caps have been completed. The deck forms and all reinforcing steel was in place. CTB and curb and gutter are in place for the west approach with the exception of the final connection to the existing highway.

FINDINGS:
Work in progress on 8/12 included installing metal bulkheads between the planned concrete placements. Screed rails were being placed. A sub-contractor was grading the sidewalk areas and compacting the subgrade at the bridge impact panel on the west end. On 8/18 concrete was being placed in the bridge deck between stations 37+85 to 36+65. Grading was in progress on the east approach and the sidewalk areas on the west approach.

There were no DBE sub-contractors working on the project during this inspection.

A pre-pour meeting was held 8/11/87 to determine the methods and sequence the contractor proposed for the placement of the bridge deck. This meeting was attended by the contractor, concrete suppliers and OSHD personnel from the project and headquarters in Salem.

One of the principal controls of this pour will be to meet the 100 cy/hr minimum concrete placement rate. To do this, three suppliers will be used. Angell Concrete, about 15 minutes to the south of Coalbank; Johnson Rock Products, 20 minutes to the north in North Bendl; and Bohemia Inc., in Reedsport, about 45 minutes north of the project. The concrete will be delivered to the temporary work bridge on the north side of the bridge where two Thompson 5" concrete pumps will deliver the concrete to the deck area. Another Thompson 4" pump will be on standby in case of a breakdown. Five or six trucks with an eight cubic yard capacity will be hauling from each of the three plants.

The planned pour sequence will be on 8/17 from 36+65 to 35+51, 8/18 from 37+85 to 36+65, 8/21 from 35+51 to the bridge west end and 8/24 from 37+85 to the east bridge end. The first two placements will be approximately 780 cu/yds each and the last two, 420 cy/yds each. Metal, leave in place, bulkheads were used.

The same brand of cement and aggregate source will be used at all three concrete plants. 322N Pozilith water reducer and Master Builder AE10 air entrainment will be used. Fly ash was not utilized.

The form falsework has been inspected by the OSHD Bridge section and accepted. While reviewing the falsework with the project manager it was noted that the wedges were not nailed in place. It was pointed out that this could cause a problem in the initial stages of the pour if there was some uneven settlement of the forms, causing the wedges to loosen and shift. The project manager felt that there were more supports than required and therefore this would not be a problem. No uneven or excessive settlement problems were encountered during the concrete placement. Several telltales were attached to the deck forms and monitored throughout the concrete placement.

The reinforcing steel was firmly in position and did not show any sign of movement during the work.

The operation of the Reedsport batch plant was observed on 8/18. The State inspector was making a record of all ingredients in the concrete mix. The plant scales were visible to the inspector from outside the control room through an open window. The control room had only enough room for one operator. The air entrainment admixture was in a glass guage inside the control room and introduced to the batch at the same time as the water. Six and one-half cubic yards of concrete were being batched into transit trucks with an 8 cubic yard capacity. The following times were observed for a truck from the Reedsport plant. The truck departed the batch plant at 9:50 A.M. and was stopped enroute at a State weigh station and cited for being 1,200 pounds overweight. The delay at the scales was 6 minutes. The truck arrived at the bridge site at 10:45 A.M., began unloading at 11:10 A.M. and finished unloading at 11:15 A.M.

There were 4 State inspectors at the bridge site. One inspector was inspecting the placement of the concrete and one inspector was collecting tickets. Two inspectors were responsible for testing the concrete. A set of six cylinders was made for each 100 cubic yards poured. The sixth set of tests for the day was observed and noted to have the following results: The concrete temperature was 70°, the slump was 3 3/4 inches and the air was 4.5%~~inches~~. The procedures being used in sampling, testing the concrete, and making the cylinders were in compliance with ASTM and State testing procedures.

The concrete placement went well. However, there was a long gap between placement of the concrete and placement of the burlap cover for curing. Several dry spots were just beginning to form on the deck pour. A minimum of four hours passed between the placement of the concrete and the placement of the burlap. The project manager had the contractor wet the concrete until the burlap could be placed. The portion of the deck which had been placed the previous day was also drying out around the edges. Several small cracks were noted by the project manager in the drying areas and were brought to the attention of the construction superintendent. After the pours were complete, sprinklers were set up to keep the entire deck constantly wet.

Two concrete pumps (Thompson TUS-38.4-14 and Thompson 200.1-6) were used to transfer the concrete from the trucks to the deck. Each of the pmups had booms that were able to reach across the entire deck and place the concrete in its final position. There was another concrete pump on the project as a backup, which was not used. The total yardage placed on 8/18 was 803.5 cubic yards. The deck settled 3/4 inch at all measured points. The concrete placement was completed at approximately 2:30 P.M. The total placement time was 7½ hours which was within the minimum 100 cy/hr placement requirement.

- RRA -

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-2(27)

2. STATE PROJECT NO.

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50051

6. TO

7 - - 87

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 12, 1987

8. FEDERAL ROUTE NUMBER FAP 2

9. STATE ROUTE NUMBER 9

10. GENERAL LOCATION:
Coalbank Slough Bridge # 02478-009-23921

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 6/15/87 this will confirm the advance approval date of 5/12/87 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the street lights on a lump sum basis estimated to be $421; Federal Funds $337.

The Agreement with the Pacific Power and Light Company is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUL 15 '87
REFER TO Potter
FOR

Orig to
7/16

14. DATE 7/10/87

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 15, 1987

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
Joe Speight

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Temporary Street Light Installation
Pacific Power and Light Company
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County
Project No. BRF-2-2(27)

Here is a copy of a lump sum estimate of cost to remove two existing street lights and install one temporary street light dated May 14, 1987. The existing street lights were installed by Pacific Power and Light Company (PP&L) for the City of Coos Bay. Agreement between PP&L and the City requires the City to pay for the removal of the street lights.

The conflict was not originally anticipated, therefore, PP&L was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 12, 1987 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $421.00.

JMC:jkh
Enclosure

cc: E. S. Hunter
J. M. Cartwright
J. E. Christopherson

RECEIVED
STATE HWY ENGR
JUN 16 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

jc

U. S. DEPARTMENT OF TRANSPO[illegible]ATION
FEDERAL HIGHWAY ADMIN[illegible]ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-2(27)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50051

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 13, 1986	8. FEDERAL ROUTE NUMBER FAP 2	9. STATE ROUTE NUMBER 9

10. GENERAL LOCATION:
Coalbank Slough Bridge # 02478-009-23921

11. GENERAL DESCRIPTION OF WORK
Repair existing structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/13/86 as requested in Mr. Fredrickson's letter of 5/13/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 Revised is approved to a TEC of $47,500; Federal Funds $38,000.

RECEIVED
STATE HWY ENGR
JUN 2'87
REFER TO
Potter
FOR
Info Inv R/B D/R Sign Act File

14. DATE 6/1/87	15. SIGNATURE OF APPROVING OFFICIAL John T. Price	16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE COPY

RECEIVED
STATE HWY ENGR
JUN 29'87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | ... | File

FHWA

INSPECTION REPORT

Initial Insp [✓ Intermediate Insp] Final Insp

[✓ Project Inspection in Depth]

Region No. 10	Report No 6	County COOS	Division OREGON

Cg 7/1

In Company with
Frank Morrison, Project Manager; OSHD

Date of Inspection 5/27/87	Inspection Made by R.R.ARNOLD, AREA ENG.	Project No BRF-2-2(27)

Quality of Work Satisfactory	Progress of work Satisfactory	Time Elapsed SCD 8/22/88	Work completed 54 %

COALBANK SLOUGH BRIDGE
COOS BAY - ROSEBURG HIGHWAY
Grading, Paving, Sturcture, Signing, Signal and Landscaping

Purpose:
The purpose of this inspection was to review the overall progress and adequacy of the project.

Traffic Control:
Traffic continues to be routed over the old Coalbank Slough bridge. Traffic was restricted to one lane at the west end of the project. The traffic control devices in use were in substantial conformance with the MUTCD.

Work Completed to Date:
Pile driving was completed 4/24/87. Pier caps are complete on bents 1, 3, 4, 5, &7. Forming for bents 2 and 6 partially completed. Surcharge has been removed from both the west and east approachs.

Work underway:
Subexcavation underway on the west end of the project where the existing roadway is being widened.

Comments:
Extra work order #1 was issued to temporarily remove a portion of the surcharge on the west abutment to allow the contractor to proceed with the pile driving. After driving the piles it was determined that replacing the surcharge would not gain that much additional settlement. In that the temporary removal of the surcharge was for the contractors benefit Federal participation in this EWO #1 is not recommended.

A review of the pile driving log revealed that several piles were driven to planned cutoff elevation without reaching the required bearing. Retesting of at least 2 piles in each of the bents where bearing was not initially met was done and the required bearing was achieved. However the time between the initial driving and the retesting was not recorded in the pile log. The inspector indicated that in all but bent #1 there was at least 24 hrs between the initial driving and the retesting. However in bent #1 only about 6 hours elapsed between driving and retesting. It was agreed that the pile log be carefully reviewed by the project manager and that documentation for the actions that were taken be included in the project records.

A price agreement was issued to change the concrete aggregate in the bridge deck from 1 1/2" to 3/4" maximum in order to achieve a mix design that met strength requirements.

A concern has been pointed out to the contractor on how they propose to provide enough concrete for the deck placement to meet the minimum rate of 20' per hour. Individual concrete plants in the area would not be able to meet this rate. The Bridge section has sent a letter to the project manager authorizing a minimum rate of 100 cy per hour subject to a pre-pour meeting and an acceptable pour plan from the contractor.

jc cc: OSHD (L. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
APR 27'87
REFER TO
Fredrickson

REGION NO. 10	REPORT NO. 5	COUNTY Coos	DIVISION Oregon cy 4/30
IN COMPANY WITH Frank Morrison and Terry Nichols; OSHD			
DATE OF INSPECTION 4/14/87	INSPECTION MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. BRF-2-2(27)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S.C.D. 8/22/88 %	WORK COMPLETED 42 %

COALBANK SLOUGH BRIDGE
OREGON COAST HIGHWAY
Grading, Paving, Structures, Signing, Signal & Landscaping

NOTED
E. SCHWART

Traffic Control:

Traffic continues to be routed over the old Coalbank Slough bridge. The only traffic control being used at the time of this inspection was concrete barrier to close off the north sidewalk on the old bridge and some reflectorized delineation for the northbound traffic leading up to this minor constriction in these lanes. Staging of materials for the bridge was being done at the back of the Fred Meyer parking lot and was not interfering with the traffic on Hwy 101.

Work Completed to Date:

All piles have been driven for Bents #3 through #7. The reinforcing steel and pile caps for the four columns in Bent #6 have been placed. For the work to proceed on Bents #1 and #2 a portion of the surcharge on the west approach had to be temporarily removed.

Work Underway:

Concrete piles were being driven in Bent #2. Temporary wood piles being driven between Bent #6 and #5 to provide a foundation for the bridge deck falsework.

Comments:

Extra work order #1 was issued to temporarily remove a portion of the surcharge on the west approach for an estimated cost of $4,630. After the piles for Bents #1 and #2 have been driven the surcharge material will be replaced as requested by the Salem Geotech section.

The concrete piles are being driven with a Vulcan, 512 single acting air hammer with a rated energy of 60,000'#. Of the 91 piles drive to date, 6 were driven to planned cutoff elevation without reaching the required bearing. After allowing these piles to freeze for a period of time the required bearing was reached.

cc: L. W. Rulien

US Department of Transportation
Federal Highway Administration

STATE COPY INSPECTION REPORT

RECEIVED
STATE HWY ENGR
JUL 28 '86
REFER TO Fredrickson
FOR

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

lg
8/8

REGION NO. 10	REPORT NO. 2	COUNTY COOS	DIVISION Oregon	
IN COMPANY WITH Frank Morrison and Terry Nichols; OSHD				
DATE OF INSPECTION 7/16/86	INSPECTION MADE BY H. A. Schell and W. N. Bryant, FHWA		PROJECT NO. BRF-2-2 (27)	
QUALITY OF WORK Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 19 %	WORK COMPLETED 23 %

COPY SENT

NOTED JUL 28 1986
W. E. SCHWARTZ
State Region D.C.

COALBANK SLOUGH BRIDGE
OREGON COAST HIGHWAY
Grading, Paving, Structures, Signing, Signal and Landscaping

The purpose of this inspection was to review the embankment work completed to date and to compare the actual settlement obtained to the predicted settlement. The only work underway at the time of the inspection was the placement of second stage surcharge material on the east approach fill. The second stage surcharge material on the west approach is about 90% complete.

Comments: The first stage surcharge embankment (16 ft. on the west approach and 10 ft. on the south approach) has been in place for the minimum specified period of time (60 days). With approval of the geotech section in Salem the second stage surcharge work began on July 10 and is proceeding in a satisfactory manner. Ten of the 17 piezometers originally installed at various depths and locations are no longer functioning properly. The pore pressure readings for these piezometers are giving constant reading of 60 psi. Apparently some of the small plastic pressure tubes installed prior to placement of the fill material have been kinked or otherwise damaged due to movement and settlement of the fill.

This problem could probably be eliminated or at least reduced on future projects if the flexible tubing material was installed in a larger, more rigid (2 to 3 inch diameter) protective pipe. It is felt that there are enough functioning piezometer left to provide a clear picture of the pore pressure in various areas of the fill and to make necessary and effective control decisions regarding embankment construction.

The plans and specifications allowed the contractor the option of installing inclinometer casings with an outside diameter between 1.9 and 3.4 inches (inside diameter between 1½ and 3 inches). As could be expected, the contractor installed 1½ inch inside diameter casings. It is recommended that on future projects of this type where fine grained material subject to considerable settlement and both lateral and transverse movement is expected, a minimum 3-inch diameter casing be specified (1½ inch casings should only be specified for rocky material).

Based on the settlement results obtained to date, it appears that the quality of the initial foundation investigation work was very good. At the end of the

(continued

waiting period for the first stage surcharge (7/9/86) the following settlements were obtained.

Location	Settlement Obtained	Settlement Predicted
West Approach	3.10-3.67 feet	3.2 feet
East Approach	0.93 feet	1.0 feet

The wick drains installed prior to placement of the approach embankment appear to have been very effective in dissipating the pore pressure buildup beneath the fills. No significant distress has been noted on the adjacent properties.

###########

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-2(27)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50051

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 13, 1986

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Coalbank Slough Bridge #0248-009-23921

11. GENERAL DESCRIPTION OF WORK
Repair Existing Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/13/86 as requested in Mr. Fredrickson's letter of 5/20/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $15,000; Federal Funds $12,000.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

cc: Reg 10 HEO-0 cc: OSHD (L. W. Rulien)

STATE COPY

RECEIVED
STATE HWY ENGR
MAY 20 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED Cy
W. E. SCHWARTZ
5/21

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☒ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon

IN COMPANY WITH
Frank Morrison and Terry Nichols; OSHD

DATE OF INSPECTION 4-17-86 & 4-30-86	INSPECTION MADE BY W. N. BRYANT, AREA ENGINEER	PROJECT NO. BRF-2-2-(27)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 11 %	WORK COMPLETED 12 %

COALBANK SLOUGH BRIDGE
OREGON COAST HIGHWAY
Grading, Paving, Structures, Signing, Signals & Landscaping

1) PURPOSE AND SCOPE OF INSPECTION

The purpose of this inspection was to determine the overall adequacy, extent, and effectiveness of the procedures being followed by both the contractor and project personnel in obtaining relative compliance with the quality control requirements of the contract relative to the construction of the approach embankment including installation of wick drains, inclinometers and piezometers and the construction of the temporary fabric retaining walls. The field inspection also included an overall review and evaluation of the traffic control measures being employed on the project.

2) FINDINGS

A) Wick Drains: The wick drains were installed using a sleeve vibrating method. An approved anchor plate was used to anchor the drains. The use of Amerdrain (Type 407) wick drains was approved by the State on 2-4-86. Manufacturer certifications are being provided for all material used on the project.

Prior to installation the contractor submitted details of the sequence and method of installation which was approved by the Bridge Foundation Unit. The information submitted contained all the data required by the specifications. A field review of the completed work indicated that the drains were installed in reasonably close conformance with the plans and specifications. At least 6-inchs of the drain was left protruding above the sand blanket as required by the specifications. Project personnel indicated that no problems were encountered in the installation of the wick drains and that preaugering was not necessary.

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

B) Inclinometers and Piezometers: As required by the specifications the contractor retained a geotechnical firm, Geotechnical Resources, Inc., Portland, Oregon, to furnish materials, install instruments and to make initial measurements and readings for all piezometer and inclinometer installations. This firm along with a list of specific items to be installed, including manufacturer's name and parts numbers, and the methods of installation were approved by the Geotech Unit in Salem on 2-4-86.

Terra Technology Model No. C-3 inclinometers with aluminum casing and orthagonal guide tracks were approved and satisfactorily installed. Sinco Model 51465 piezometers sand packed in a well point and potted with epoxy were approved and installed by pushing the instrument to the planned depth in lieu of being installed in boreholes as specified. The method of installation was approved by the Geotech Unit in Salem.

Following installation several of the push-installed piezometers did not function properly as called for in the special provisions. Pore pressure measurements well above the levels considered reasonable for the site conditions were being obtained. After considerable review by the State the contractor was instructed to replace four of the defective instruments. The replacement piezometers were installed within ten feet of their original planned location and at the same elevation as before. They were installed using the drilled installation method and their tips were backfilled with free-draining course sand and capped by a bentonite seal as originally specified. The pore pressure measurements obtained from the new piezometers were found to be reasonable for the site conditions and the contractor was allowed to proceed with embankment work and construction of the temporary fabric retaining walls.

C) Fabric Retaining Walls: The geotextile fabric, Supac 8-P, used in the construction of the walls was tested and approved for use on the project. The material used met or exceeded the physical properties outlined in the specifications and was approved by the Geotech Unit in Salem. The fabric was stored in a dry location off the ground and was protected against deterioration from exposure to sunlight as required. The backfill material used in the construction of the walls was clean, free-draining sand material conforming to the specified gradation requirements.

Wall construction began at the lowest part of the excavation as required. The entire length of each 12-inch layer was completed entirely before the next layer was started. Prior to backfilling the fabric was stretched out in the direction perpendicular to the wall face to insure that no slack was left in the fabric. Equipment (front end loader) placing the backfill in the wall was not allowed to operate directly on the fabric. A temporary form system similar to that shown in the plans was used during construction of the walls.

Each 12-inch lift of fabric wall was compacted in one lift as specified. No problems were encountered in meeting or exceeding the 95 percent of maximum density specified (density tests performed using the Washington Densmeter run consistently between 96 and 98 percent of maximum). Compaction to within about three feet of the wall face was achieved using a medium size steel wheel roller while compaction within three feet of the wall was achieved using a "pan wacker".

D) Embankment Construction: Following clearing and grubbing work the three foot thick "Drainage Blanket" was constructed as specified using a coarse sand material and the required wick drains, piezometers, inclinometers and settlement plates were installed. The remainder of the embankment which was constructed from the same course sand material as the "Drainage Blanket" was then placed and compacted to specification requirements. The embankment was constructed in conjunction with the fabric retaining wall using the same compaction equipment. Test results indicate no problems were encountered in meeting or exceeding the specified 95 percent of maximum density.

As required by the specifications the embankment is being constructed in two stages. Stage 1, which has been completed,was constructed to a maximum height, including the "Drainage Blanket" of 16 feet and the west approach and 10 feet on the east approach. As required by the specifications the Stage II embankment work cannot begin until after the two month waiting period listed in the specifications. Following the waiting period the Stage II construction to final grade plus the specified surcharge will be completed.

E) Signing and Traffic Control: The methods, procedures and equipment being used to control traffic past the work area was reviewed and found to be in reasonable conformance with the plans, specifications and the MUTCD. Flagpersons were properly equipped with an orange vest and hard hat as required and appeared to be well trained in proper flagging procedures.

3) COMMENTS

A problem of blowing sand has been encountered which should be given consideration during development of future projects of this type. When the sand material used for construction of the embankment and surcharge dries out, considerable problems, even with a light wind condition, are being encountered. As a result a number of complaints from local businesses, including a transmission repair shop, has been received by the project manager. To date the problem does not appear to be serious; however, if conditions get any worse some form of corrective action may become necessary.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. U-F-172(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. U-205

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 11, 1986

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Coalbank Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/2/86 we approve the revised Preliminary Engineering costs to a TEC of $501,440; Federal Funds $392,074.

(Increase TEC $65,440; Federal Funds $51,168)

RECEIVED
TAT HWY ENGR
APR 21 '86
REFER TO Potter
FOR

Orig to
4/21

14. DATE 4/18/86.

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

bi　　cc: OSHD (L.W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION　☐ INTERMEDIATE INSPECTION　☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
MAR 18 '86
REFER TO Fredrickson
FOR
Info Inves R/D O/R Sign Act File

3/18

REGION NO. 10	REPORT NO. 1	COUNTY COOS	DIVISION OREGON
IN COMPANY WITH Frank Morrison, Project Manager; OSHD			
DATE OF INSPECTION 2-14-86	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. BRF 2-2(27)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 4 %	WORK COMPLETED 3 %

NOTED
W. E. SCHWARTZ

COALBANK SLOUGH BRIDGE
Oregon Coast Highway
Grading, Paving, Structure, Signing, Illumination, Signals and Landscaping

This project provides for the construction of a 362 foot long by 87.2 foot wide structure along with the construction of approach embankments, pavement base and asphalt concrete pavement, roadway illumination, signing, traffic signals and landscaping. The project also provides for removal of the existing bridge. A contract in the bid amount of $3,073,034.81 was awarded Ross Bros. Construction, Inc., Salem, Oregon on 12-5-85. Project work began on 1-13-86.

To date approximately 90 percent of the clearing work and one percent of the grading work has been completed. At the time of the inspection the only work underway was the hauling and placement of the sand drainage blanket on the west end of the structure (approximately 50% complete) and the installation of an 18-inch concrete storm sewer pipe on the east end of the bridge. The contractor is expected to begin installation of wide drains and settlement plates late next week.

To date the following changes have been approved:

PA #1 in the amount of $800 covering "On The Job Training."
PA #2 Document change in sand specifications.
PA #3 Installation of approximately 210 L. F. of perforated pipe and relace and extend approximately 80 L. F. of old 18-inch wood pipe. No agreement to date of cost of the work.

*U.S. GPO: 1985-466-568

To date the following State Force Orders have been approved or are under development:

SFO#1 in the amount of $143,137.00 covering the cost of relocating PPL lines. This work is non-participating.
SFO#2 in the amount of $1800.00 covering temporary and permanent pavement striping.
SFO#3 in the amount of $15,365.00 covering EEO surveillance.
SFO#4 in the amount of $5,000.00 covering cost of building settlement surveillance.
SFO#5 in the amount of $3900.00 for signal testing and turn-on.
SFO#6 in the estimated amount of $15,000.00 covering necessary repair to the existing structure during construction.

The project manager indicated that all materials incorporated into the work to date have been sampled and tested and found to meet specification requirements.

Traffic control measures were reviewed and found to be in reasonably close conformance with the approved Traffic Control Plans, the requirements of the MUTCD and adequate for the work underway.

January 8, 1986

CON 5 - 10,158

Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,158 for work on the Coalbank Slough Bridge (Coos Bay) Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: United Pacific Insurance Co.
825 N. E. Multnomah, Suite 300
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 Eighth Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
F. D. Morrison
Merle Anderson
L. E. George

ROSS BROS.
CONSTRUCTION,
INC.
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
503-393-5885

November 25, 1985

Department of Transportation
Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Re: Coalbank Slough Bridge Project
DBE/WBE Identification

Gentlemen:

As the contract documents require, we hereby submit the following list of DBE and WBE proposed subcontractors:

1. DBE Subcontractor
   Gervais Construction, Inc.
   P. O. Box 9130
   Brooks, Oregon 97305
   Phone: 393-0757

Item	Description	Qty.	UM	Unit	Total
2	Mobilization (Partial)	1	LS	20,000.00	20,000.00
33	Structural Concrete in Wall	22	cy	165.00	3,630.00
34	Conc. Stairway	1	LS	750.00	750.00
72	Struct. Conc. Class 3300 (Partial)	1	LS	23,100.00	23,100.00
73	Struct. Conc. Class 4000 (Partial)	1	LS	13,900.00	13,900.00
74	Struct. Conc. Class 4500 (Partial)	1	LS	138,059.00	138,059.00
77	Reinf. Concrete Bridge Panels	386	SY	52.00	20,072.00
78	3-Tube Bridge Rail	806	LF	44.70	36,028.20
80	Remove Existing Signs	1	LS	500.00	500.00

Wash. Contract #ROSSBI*222KU
Cal. Contract #421800

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

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[illegible] 1985
COMMISSION SERVICES
RTMENT OF TRANSPORTATION

Item	Description	Qty.	UM	Unit	Total
81	Wood Sign Posts	1	LS	1,500.00	1,500.00
82	Type "C" Signs	36	SF	8.00	288.00
83	Type "D" Signs	18	SF	8.00	144.00
84	Type "U" Signs	265	SF	20.00	5,330.00
85	Type "EE" Signs	50	SF	8.00	400.00
86	Move & Reinstall	1	LS	100.00	100.00
4	Temporary Signs	525	SF	7.60	3,990.00
5	Temp. Barricades	16	EA	100.00	1,600.00
6	Temp. Conc. Barr.	300	LF	7.00	2,100.00
7	Plastic Safety Markers	50	EA	55.00	2,750.00
					$274,241.20

2. DBE Subcontractor
Pacific Northwest Guard Rail
3904 N.E. Union
Portland, Oregon 97212
Phone: 287-2121

Item	Description	Qty.	UM	Unit	Total
2	Mobilization (Partial)	1	LS	2,500.00	2,500.00
46	Guard Rail T-2A	650	LF	11.65	7,572.50
47	Guard Rail T-3	100	LF	25.00	2,500.00
48	Guard Rail Anchors	4	EA	345.00	1,380.00
49	Guard Rail Anchors - Mod	1	EA	345.00	345.00
50	Rail End Pcs. T-C	4	EA	90.00	360.00
					$14,657.50

3. DBE Subcontractor
A-1 Asphalt & Dirt Movers
1530 Tamarack
Sweet Home, ORegon 97386
Phone: 367-8215

Item	Description	Qty.	UM	Unit	Total
75	Concrete Sealing	1	LS	21,750.00	21,750.00

FIVED
1985
CO SERVICES
DEPA PORTATION

4. WBE Subcontractor
H_2O Contractors
P. O. Box 771
Springfield, Oregon 97477
Phone: 746-1787

Item	Description	Qty.	UM	Unit	Total
2	Mobilization (Partial)	1	LS	250.00	250.00
9	Temp. Striping	1500	LF	.10	1,500.00
10	Stripe Removal	17,500	LF	.55	9,625.00
					$11,375.00

5. WBE Subcontractor
Anderson Erosion Control
P. O. Box 205
Junction City, Oregon 97446
Phone: 998-2062

Item	Description	Qty.	UM	Unit	Total
15	Temp. Erosion Control Matting	3650	SY	1.95	7,117.50

6. WBE Subcontractor
Gervais Construction, Inc.
P. O. Box 9130
Brooks, Oregon 97305
Phone: 393-0757

Item	Description	Qty.	UM	Unit	Total
2	Mobilization (Partial)	1	LS	4,000.00	4,000.00
8	Flaggers	2000	HR	16.00	32,000.00
11	Straw Bales	1395	LF	3.00	4,185.00
14	Sand Bags	820	EA	4.00	3,280.00
					$43,465.00

Our bid requires:

A) $307,303.48 to be subcontracted to DBE firms.
B) $61,460.70 to be subcontracted to WBE firms.

RECEIVED
NOV 25 1985
COMMISSION SERVICES
ARTMENT OF TRANSPOR

We intend to subcontract the following:

	DBE	WBE
Gervais Construction, Inc.	274,241.20	43,465.00
Pacific Northwest Guard Rail	14,657.50	
A-1 Asphalt & Dirt Movers	21,750.00	
H_2O Contractors		11,375.00
Anderson Erosion Control		7,117.50
	$310,648.70	$61,957.50

This exceeds the minimum contract requirements.

Yours very truly,

ROSS BROS. CONSTRUCTION, INC.

Steven M. Ross
Steven M. Ross
Vice President

LJC:bf

RECEIVED
NOV 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones

STATE OF OREGON

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

LOC 3

TO: FILES

DATE: December 6, 1985

Ed Hunter

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 21, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened November 21, 1985 on the following projects:

1. Clackamas Hwy. @ Bakers Ferry Road
Clackamas Highway
Clackamas County
A.C. Pavement and Oiling

   Adequate shoulders to be provided.

2. S.E. 97th Avenue-S.E. 122nd Avenue
Sunnyside Road
Clackamas County
Earthwork and Drainage

   Five-foot bike lanes incorporated into project. Pedestrian signals installed for pedestrian and bicycle traffic.

3. Coalbank Slough Bridge
Oregon Coast Highway
Coos County
Earthwork, Drainage, Bridges, Grade Separation Structures

   Sidewalks, ramps and pedestrian signals will be provided for bicycle and pedestrian traffic. Adequate 5-foot shoulders are incorporated.

4. Porter Creek Bridge
Coos Bay-Roseburg Highway
Douglas County
Bridges and Grade Separation Structures

   Adequate shoulders will be provided.

81-125-1387

5. Eagle Creek-Salt Creek Tunnel
   Willamette Highway
   Lane County
   A.C. Pavement and Oiling

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Malheur River (Copeland) Bridge Section
   Robby Copeland County Road
   Malheur County
   Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

7. Sunnyview Road Guardrail Project
   Sunnyview Road
   Marion County
   Misc. Highway Appurtenances

   Same as No. 6.

8. Airlie Road Culvert and Peterson Creek Bridge
   FAS A541 (Airlie Road)
   Polk County
   Earthwork, Drainage, A.C. Paving and Oiling, Bridges

   Same as No. 6.

9. Middle Fork Cold Springs Canyon Bridge Section
   Athena-Holdman Highway
   Umatilla County
   Bridges, Grade Separation Structures and A.C. Paving or Oiling

   Same as No. 6

10. Ladd Creek (Hot Lake North Road) Bridge Section
    Hot Lake North Road
    Union County
    Bridges and Grade Separation Structures

    Same as No. 6.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-2(27)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50051

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 29, 1985

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Coalbank Slough Bridge # 02478-009-23921

11. GENERAL DESCRIPTION OF WORK
Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ ACQUISITION OF RIGHT-OF-WAY	☒ OTHER *(Specify)* Anticipated items as shown in your Revised"PS&E" Estimate dated11-12-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 10-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,890,869; Federal Funds $1,512,695.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
NOV 21 '85
REFER TO
Potter
FOR

14. DATE 11/19/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7792i 14-1-1
Coalbank
Jp.

STATE OF OREGON

INTEROFFICE MEMO

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Return To
B/U / /
AUG 23 1985
ROAD DESIGN SECTION

TO: Jim Gix
Region Engineer

DATE: August 15, 1985

FROM: Neal Flanagan
Right of Way Supervisor

SUBJECT: Harriet and Howard St. Improvement
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County
BRF-2-2 (22)

AUG 19 1985

Yesterday Jack Ayres, and I met with first Bud Perkins, Roadmaster, and then Coos County Commissioners regarding the County position on the improvement of Harriet and Howard Streets.

Mr. Perkins had no objections and could see some advantages to the County if we made the improvements. He became a strong supporter with the Commissioners at our later meeting. Mr. Perkins felt there should be some consideration given to improvement of the Mullin Street intersection with the Coos River Highway if the County were to place a load limit on Harriet and Howard Streets thus denying truck traffic to the westerly access into the log sorting yard. We verified the affected ownership as Al Pierce Lumber Company so that the property impacted will indeed have an alternate legal access off Mullins Street.

The County Commissioners were generally favorable to our proposal although they too felt some changes should be made. The first was widening our pavement on Harriet and Howard Streets to two 14-foot lanes stripped with a fog line at 12 feet thereby designating a walking area outside the travel lanes. The matters of sub-base depth and paving thicknesses will be addressed at the time an agreement is submitted but they appeared willing to accept the typical sections showing no curbs or storm sewers.

Discussion about Mullins Street indicates a desire to tie that development into our project. The location is outside the limits of the project as presently described. Commissioners indicate the intersection is far below a standard they wish to see and as Jack and I later saw, they were correct. Chip trucks exiting onto the Coos River Highway headed westerly were either running over the curb in our median or the corner curb in an attempt to make the maneuver. These trucks were starting from the middle of the Mullins Street right of way. You remember we have two lanes designated westbound on the Coos River Highway at this point.

How the intersection might be improved, I have no idea but there are two obstacles to Mullins Street right of way widening you should know about. In the northwest quadrant is Lindblad's Tavern, an old frame building of low quality but substantial size. The northeast quadrant is a small restaurant affectionately dubbed the Sugar Shack. It is a small frame building of fair quality sitting about 3 feet easterly of the right of way line. Lindblad's is right on the line for both our highway and Mullins Street. The County would like to see at least three 14-foot lanes entering Mullins Street. Mullins Street is one of two short streets in this area that is on the County system for road maintenance.

NF:mr
cc: J. B. Boyd

CC: D O Christensen. ✓ cc: B Gettis
SENT 8-22-85 BN

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 15, 1985
IN REPLY REFER TO
HFO.3-OR

NOTED
E. S. HUNTER

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Oregon Project BRF-2-2(27)
Coalbank Slough Bridge (Coos Bay) Section
Oregon Coast Highway, Coos County

The information contained in Mr. Christensen's July 31, 1985 letter relative to the establishment of a mandatory material source for the 55,000 cubic yards of embankment needed for the subject project has been reviewed. Based on the information submitted we are unable to concur that it is in the public interest to specifiy a mandatory materials source for this project since such action could limit competition.

The quality of the material needed can be controlled by specification as is done on other projects. Perhaps this source should be shown as prospective rather than mandatory.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (D. O. Christensen, Rd Des)
OSHD (G. Potter, Prog)
OSHD (W. J. Hart, Br)

RECEIVED
STATE HWY ENGR
AUG 19 '85
REFER TO
Christensen
FOR

8/20/85
cm

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: James J. Gix ATTN: Bill Quinn
Region Engineer

DATE: August 7, 1985

FROM: Richard Kuehn, P.E. BY: Robert Gettis
Final Design Engineer Design Team Supervisor

SUBJECT: Howard/Harriet St. Connection
Coalbank Slough Bridge (Coos Bay) Section
Oregon Coast Highway
Coos County

Sent under separate cover is a proposal for the elimination of the Howard Street connection to the highway, near the bridge end.

Please initiate the steps necessary to secure an agreement with the local governments, so the proposal can be included in the project.

Jack Sollis has agreed to consult with the local governments and the Region Right-of-Way Section on the legal issues involved in the proposal.

If any further information is needed, please contact us.

RK:RG:bn

cc: Jack Sollis
Neil Flanagan
Robert Gettis

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. U-F-172(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. U-205

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 30,1985

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Coalbank Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustments

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustments

13. REMARKS

As requested in Mr. Potter's letter of 7-22-85 you are authorized to proceed with the actual adjustments to Coos Bay - North Bend Water Board's water line facilities on an actual cost basis estimated to be $17,871 - Federal Funds $13,903 contingent upon modification of Project Agreement if additional funds are required.

The Agreement with the Coos Bay - North Bend Water District is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

orig. to
8/8

14. DATE 8/6/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible] 14-1-1
Coalbank
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

July 31, 1985

NOTED
H.S. COULTER

In Reply Refer to
File No.: DES 16

RECEIVED
STATE HWY ENGR
AUG - 5 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, Oregon

Attention: Glenn K. Hossner

RE: Coalbank Slough Bridge (Coos Bay) Section
Oregon Coast Highway
Coos County

A mandatory material source, for 55,000 cubic yards of embankment material, is being included in the Coalbank Slough Bridge plans.

The source is privately owned and is located within the city limits of Coos Bay, approximately seven miles northwest of the project. It has been developed and is currently being used as a borrow source. The owner will be paid $0.65 per cubic yard of material removed.

The material meets our granular material specifications for the various kinds of embankment material required. These include the drainage blanket in the wick drain areas, backfill for the retaining walls, and embankment in the surcharge areas.

Two other sources in the area were investigated and found to be not as suitable for use because of fluctuation in the quality of material throughout the source.

We believe this source should be provided for the following reasons:

1. Its proximity to the project.
2. A lack of other good quality sources in the area.
3. It will require no development as it is an existing operating source.

4. It meets our specifications for all of the various types of embankment material required, thereby allowing us to specify borrow excavation as the only bid item for the material.

We solicit your concurrence that this proposal is in the public interest.

Duane O. Christensen, P.E.
Road Design Engineer

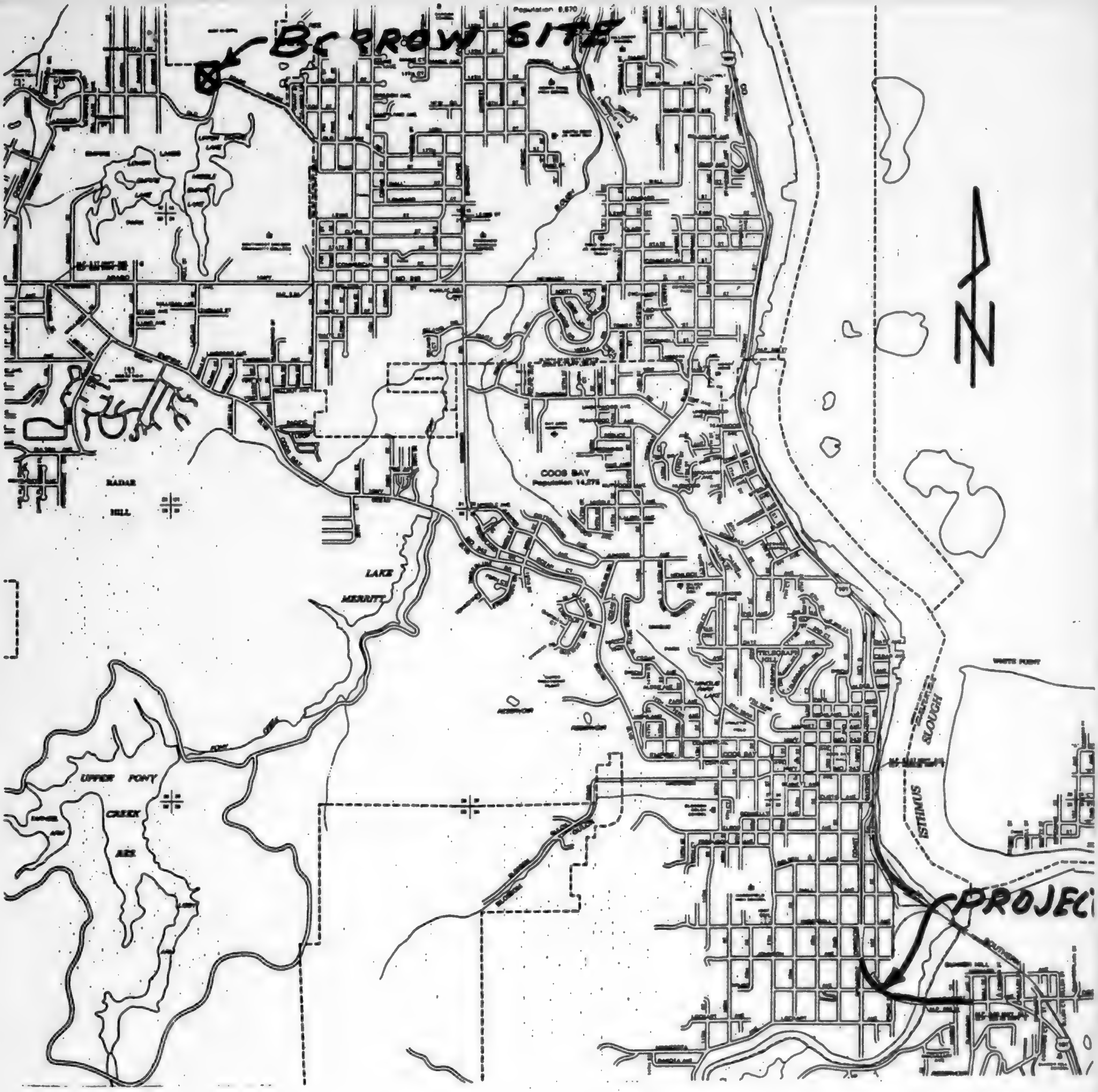
By
Richard Kuehn

Richard A. Kuehn, P.E.
Final Design Engineer

RAK:RG:bn

Attachment

cc: H. S. Coulter w/atch ✓
E. S. Hunter "
Gary Potter "
Bob Pool "
Jim Gix "
Ted Litchfield "
Bob Gettis


BORROW SITE
PROJEC
N
COOS BAY
LAKE MERRITT
RADAR HILL
UPPER PONY CREEK RES
ISTHMUS SLOUGH
WHITE POINT

COALBANK SLOUGH BRIDG
Coos BAY
Coos County Or.

MA 14-1-1
Coalbank
Sl.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

July 30, 1985
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project UF-172(11)
Coalbank Slough Bridge - BR 2478C
Oregon Coast Highway
Coos County

The addendum geotechnical report submitted with Mr. Pool's letter of July 18, 1985 has been reviewed and found acceptable. It is noted that the counter balance discussed in the Bridge Foundation Report previously submitted has been eliminated by implementing a two-stage fill construction design which takes advantage of increased soil shear strengths during the initial consolidation phase. It is assumed that this design concept has been coordinated with and approved by the Bridge Foundation section.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (R. C. Pool, Loc)
OSHD (W. J. Hart, Br)
OSHD (G. Potter, Prog)

8-5-85
Pool
Has bridge reviewed?
ESB

RECEIVED
STATE HWY ENGR
AUG - 2 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 22, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. WAKERLIG

FROM: for Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
Coos Bay-N. Bend Water Board
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County
Project No. U-F-172(11)

RECEIVED
STATE HWY ENGR
JUL 23 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust Coos Bay - North Bend Water Board water facilities dated November 6, 1984, and a sketch showing their proposed relocation.

A certification prepared by John E. Christopherson as to the Board's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Board was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Board's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $17,871.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
J. E. Christopherson

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. U-F-172(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. U-205

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 17 '85
REFER TO
FOR

7. DATE AUTHORIZATION EFFECTIVE July 12, 1985

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Coalbank Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 7-3-85 the Program Change adding "Adjustment of Utilities" to the character of proposed work is approved.

14. DATE 7/16/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Pmi 14-1-1
Coalbank
Sl.
Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 3, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. U-F-172(11)
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County

I request your approval of a program change on the subject project to include in the character of proposed work adjustment of utilities at an estimated total cost of $18,000 for work by Coos Bay-North Bend Water Board.

Authorization to proceed with actual adjustments by the utility will be requested under separate action.

GAP:DDB:jc

cc: J. Cartwright
J. Peterson
General Files

Form 734-3122

ROW 18-4

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Don Trout
Federal Aid Supervisor

DATE: June 28, 1985

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Programming Request
Utility Relocation Costs
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County
PE Project #U-F-172(1)

In order to facilitate the construction of the subject project, certain utility relocation work must be started in advance of the highway construction. I, therefore, request that utility relocation construction be programmed as part of the Preliminary Engineering phase of the project. Estimated costs are as follows:

Coos Bay - North Bend Water Board	$18,000

JMC:jr

cc: John E. Christopherson
Frank Morrison

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
[✓ FA UNIT] PROGRAM UNIT ___
JUL 01 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-2(27)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO 50051

2A. COUNTY NAME Coos

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 28, 1985

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Coalbank Slough Bridge #02478-009-23921

11. GENERAL DESCRIPTION OF WORK
Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-27-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $3,416,705; Federal Funds $2.733.363.

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
7/5

14. DATE 6-28-85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 3, 1985
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-U-172(11) & BRF-2-2(22)
Coalbank Slough Bridge
Precondition Survey - Fred Meyer Building

At a recent design review meeting on the subject project it was agreed that it would be prudent to perform a precondition survey of the Fred Meyer building. The purpose of the precondition survey would be to document the building condition prior to the start of work on the west approach fill in order to verify or refute damage claims related to the highway construction.

Enclosed is a sample copy of concise "Guidelines for Conducting Precondition Surveys". These guidelines may be helpful whether you perform the precondition survey with your own forces or have a consultant perform the survey.

Sincerely yours,

Original Signed By
G. K. HOSSNER
Field Operations
Engineer
Dale E. Wilken
Division Administrator

cc:
OSHD (D. O. Christensen, Design) w/encl

6/6/85
A Copy is being sent to Jim Gix for his use in doing subject Survey. Money should be set up in Contract to monitor during and after Construction. ← ART - PLEASE NOTE
Doc

RECEIVED
JUN 4 1985
ROAD DESIGN SECTION

1 RDE Doc
2 FDE RK
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GUIDELINES FOR CONDUCTING PRECONDITION SURVEYS

Precondition Surveys

Precondition inspections are being mandated more and more by various regulatory agencies, by insurance companies, by property owners, and by concerned public agencies.

Purpose

The purpose of a precondition survey is to document the condition of a structure prior to its exposure to construction activity, such as vibrations from pile driving and blasting, or ground settlements that may be induced by placement of fill adjacent to existing structures.

Most structures have cracks in various areas which, for the most part, are not recognized or only sparsely recognized by the structures' occupants.

The documentation of a structure's preconstruction condition is useful in a number of ways. First, the occupant becomes educated to the fact that there are cracks and other structural defects. When made aware of these, the occupants' usual reaction is one of surprise. Second, and most important, the documentation can be used to verify or refute claims of damage resulting from the construction activity. Therefore, precondition surveys must be done carefully and thoroughly.

DRAFT

Environmental Effects

Cracks in a structure are typically not static but are dynamic in nature, changing from season to season and are affected by a series of factors such as temperature, humidity, wind, soil conditions, and overall structural integrity. Assuming reasonably stable soil conditions and structural integrity, the duirnal temperature changes produce thermal stresses that may cause cracks to grow in length and width. Similarly, the larger seasonal temperature changes from summer to winter and back produce significant thermal stresses. In addition, the winter heating season normally causes a drying out of the structure resulting in shrinkage. The process is reversed with spring and summer, when the humidity rises and the structure absorbs moisture and expands.

In general, environmental stresses cause cracks to occur in practically all structures. When construction activity such as pile driving or blasting occurs, the affected persons will typically examine the premises for possible damage and often find the prior existing environmentally produced cracks. The conclusion is often automatic, i.e., the construction activity caused the cracks, when in fact it probably did not.

Inspection Procedures and Documentation

Inspection documentation should begin with the name of the project, inspector's name, building address, and date of inspection (refer to Attachment #1 - Precondition Survey Form).

This should be followed by a general description of the structure, i.e., 1 floor, 2 floors, frame, painted or masonry construction, porches, foundation type.

Detailed procedures for interior and exterior inspection follow.

Exterior Inspection

Exterior inspection usually begins at front of building and proceeds in a clockwise direction inspecting each side in turn. State condition of masonry with regard to cracks, holes, poor mortar, shrinkage cracks, etc. If of frame construction, describe condition of siding, presence of cracks, openings at juncture of siding boards, warping, paint condition, new, old, flaking, etc.

Windows and Doors - State number of windows and doors, and examine frames and casings for cracks, warping, openings.

Foundation - Check for cracks, holes, settling, condition of mortar.

Fireplace, Furnace, or Chimney - Check for separation from wall, for cracks in masonry and joints, etc.

Porches - Check for level and settling. Check for separation at juncture with wall. Check for cracked, separated, and rotting boards.

Roof - Note type of roof material and condition, whether flat or sloping, does water pond on roof.

Gutters and Downspouts - Check for general condition and drainage. Does water drain onto roof, porch, or side of house.

Lot Condition - Lot level or on what slope, any unusual ground and soil conditions should be noted, e.g., slope failing, retaining wall inclined due to soil pressure, drainage problem, pooling of water, etc.

Walks and Driveways - All concrete walks, driveways, etc. should be inspected for cracks, level conditions, holes, etc.

Photographs should be taken to show both representative and unusual conditions.

Interior Inspection

The interior inspection should be a room-by-room process with each room designated and described (e.g., living room with plaster walls that are covered with wall paper, plastered and painted ceiling with wood cove molding juncture of ceiling and wall).

Walls should be numbered in a clockwise fashion 1,2,3,4 (if there are more than 4 walls, so state, and continue numbering) beginning with the wall to the left of the door by which you entered. Each wall is then inspected, noting the number of windows and doors. Note all cracks, holes, etc., around the windows, doors, wall corners, and ceiling corners. Separation of dry wall joints or cracked plaster should be noted. Window moldings and floor and ceiling moldings should be checked for openings in mitered joints, straight joints, and for separations from wall, floor, or ceiling. Glass panes should be examined for cracks. A closet in a wall should be inspected after the wall inspection. Diagrams and sketches are very helpful (refer to Attachment #2 - typical sketch of a wall crack pattern).

Photographs should be taken to show both representative and unusual conditions.

Floor is examined for openings between boards, loose or squeaky boards, discoloration, and general wear if wood. If floor is covered with tile, examine tile for joint separations, cracked tile, holes, general wear. If carpeted, state so and indicate that floor is not visible for inspection.

Ceiling is examined for cracked, loose or hanging plaster, water discoloration and holes. Ceiling and floor are inspected with inspectors' back to wall 1. This insures uniformity.

If a wall has no cracks, simply state: "wall 1 - clear."

Fireplace in a wall should be examined for separation from the wall and for cracks in the masonry and plaster.

Attic Inspection

The attic is inspected as a room or series of rooms, if divided and finished. If unfinished, attention should be given to the roof rafters and keel board for separation. Also, note cross bracing and knee walls and any open spaces where day light from the outside can be seen.

Basement Inspection

When entering the basement by the stairway from the first floor, the wall opposite the stairway is wall 1. Proceed with inspection in clockwise fashion. Examine walls for cracks in mortar joints, cracks across block or stone, holes at pipe entry, cracks at juncture with next wall. Also, note any evidence of settling. Note the plates on top of the wall, are they uniformly level, etc. Note water stains and seepage.

In the floor inspection, note location of floor drain, any cracks, broken areas or holes in the floor, evidence of water seepage. Also, note if floor consists of sections.

Check ceiling for cross bracing between floor joists, cracked or broken joists, or rotted areas.

Check water pipes, heat pipes, and electrical conduit, for any unusual defects.

Stairway Inspection

Stairway is considered as a unit going up. Describe right wall, left wall, ceiling. Stairs consisting of tread and riser are described for cracks, marred finish, etc.

Garage

The garage should be inspected as a room.

Unusual Conditions

Photographs should be made of any unusual conditions that are more severe than ordinary. For example, suppose a fireplace chimney settled because of an inadequate foundation and caused cracks in the basement masonry, the living room wall plaster, or both.

Precondition Survey Reports

Thoroughness and care are important in building inspection. Common sense based on knowledge of what to look for and where to look for it will insure an adequate inspection. The precondition survey report should be an adequate and complete description of what the inspection was able to document. It should be clearly written so that an independent examiner can readily understand what is being reported.

Reference: Konya, Calvin J. and Walter, Edward J., "FHWA Handbook on Blasting and Overbreak control," May 1985. (With revisions by Ronald G. Chassie, P.E., FHWA, Portland, Oregon, May 1985.)

ATTACHMENT #1

PRECONDITION SURVEY INSPECTION FORM

Project ______________________________ Inspectors ______________________________

______________________________ Date ______________________________

Building Inspected ____
Occupant or Building Name

____
Street Address

____
City and State

Building Description and Exterior Inspection:

Number of Floors ______________________________
Construction (frame, brick, etc.) ______________________________
Windows & Doors ______________________________
Foundation (stone, block, etc.) ______________________________
Fireplace ______________________________
Porches ______________________________
Roof ______________________________
Gutters & Downspouts ______________________________
Lot Condition (level, sloping, etc.) ______________________________
Walks & Driveways ______________________________

Interior Room Inspection:

General Description (L.R., walls painted, cove ceilings, etc.) ________
____
Wall 1 ______________________________
____
Wall 2 ______________________________
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Wall 3 ______________________________
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Wall 4 ______________________________
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Attic ______________________________
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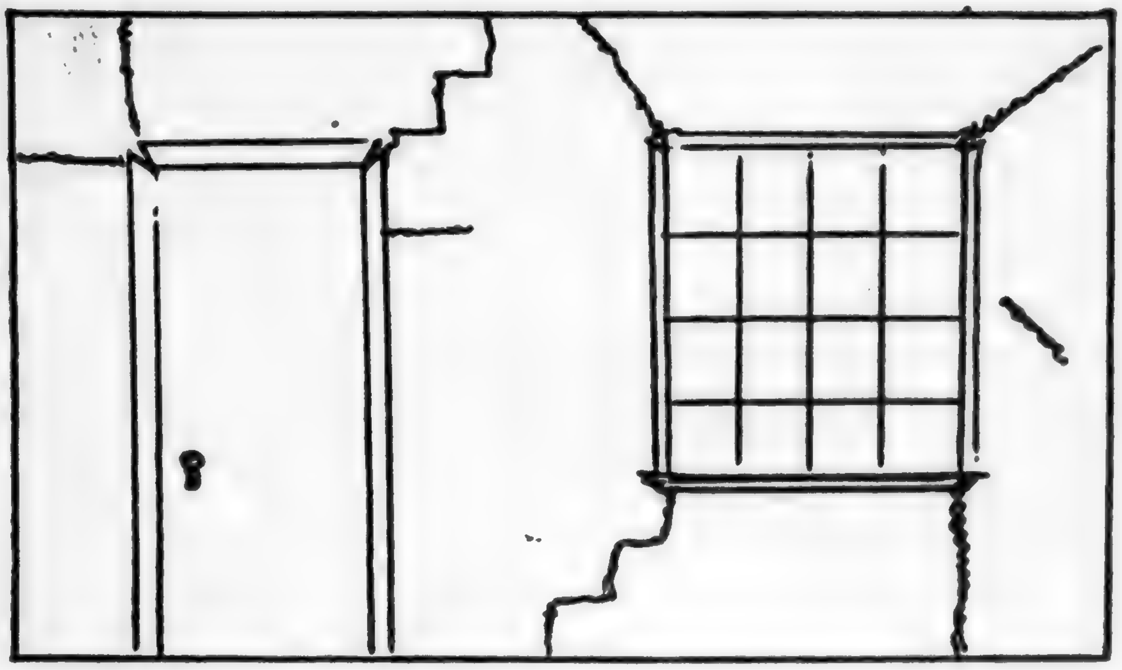
Basement ______________________________
____
Stairway ______________________________
____
Garage ______________________________
____
Other Unusual Conditions ______________________________

Remarks:

Listing and Description of Photographs:

ATTACHMENT #2



TYPICAL SKETCH OF WALL CRACK PATTERN

Tmi 14-1-1
Coalbank
Xp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
2478C

May 29, 1985

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 31 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Coalbank Slough Bridge
Oregon Coast Highway
Coos County
BR 2478C

We have reviewed the comments from your May 21, 1985 letter responding to our advance detail drawings, and we offer the following comments:

1. Wick drains in the approach fills and surcharge on the fills prior to pile driving were recommended for this project due to the anticipated settlement of the compressible underlying soils and close proximity to the Fred Meyer store. In order to reduce the impact on the Fred Meyer store and reduce long-term settlement, the gradeline has been revised providing the same vertical clearance over the waterway but reducing the fill height by about 5 feet. Our geotechnical unit is in the process of redesigning the approach fills and we will forward the new design when it is available.
2. Battered piles at Bents 1 and 7 have been incorporated into the detail drawings.

TJS:cma

bc: H. S. Coulter
E. S. Hunter

Form 734-3122

Misc 14-1-1
Coalbank

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 21, 1985
IN REPLY REFER TO
HBR-OR

RECEIVED
STATE HWY ENGR
MAY 22 '85
REFER TO
Herrick
FOR

Inf	Prep	R/J	D/R	Sign	Act	File
					X	

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project UF-172(11)
Coalbank Slough Bridge BR 2478C
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County

We have received Mr. Shike's advance detail drawings submittal of March 18, 1985. Approval of advance detail drawings is subject to the following considerations:

1. The Foundation Report recommends that wick drains be installed in the approach fills and six feet of surcharge be placed for two months before piling are driven at Bents 1, 2, 6 and 7. Please give us assurance that the recommendations will be incorporated in the project.

2. The preliminary plans submitted by Mr. Backstrand on March 20, 1985 show piles battered at Bents 1 and 7. FHWA is concerned with the change in the advance detail drawings to vertical piling primarily because of impact loading and long term settlement. Please consider battering piles at Bents 1 and 7.

You may proceed with your plan preparation for bids for October 1985, subject to the above considerations.

Sincerely yours,

For Dale E. Wilken
Division Administrator

cc:
OSHD (W. J. Hart, Br)

NOTED
E. B. HUNTER

Orig to Hart to Ple. reply. 5-23-85 RW.

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

MAY 16 1985

RECEIVED
STATE HWY ENGR
MAY 20 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

REPLY TO
ATTN OF:
MS 423

Colonel Robert L. Friedenwald
District Engineer, Portland District
Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

RE: 071-OYA-2-005214-3, Oregon Department of Transportation, April 17, 1985

Dear Colonel Friedenwald:

We have reviewed the referenced public notice concerning the placement of fill material in wetlands to construct a bridge over Coalbank Slough in Coos County, Oregon.

We would have no objection to the issuance of this permit provided the applicant implements the mitigation proposal as outlined in the public notice enclosures and Final Environmental Impact Statement. In addition, we recommend the following:

(1) The mitigation plan should be made a part of the project or a condition of the 404 permit.

(2) The applicant should be required to monitor the wetland creation project to determine success and modify the project if monitoring indicates the need. Monitoring results should be reviewed by the Oregon Department of Fish and Wildlife.

(3) The applicant should revegetate the slope over the wetland fill with tree species which will provide a noise and visual barrier to the remaining wetland. This will benefit fish and wildlife use of the area.

If you have any questions, please contact Mr. Gary Voerman of my staff at FTS 399-8513 or (206) 442-8513.

Sincerely,

Ronald A. Lee

Ronald A. Lee, Chief
Water Resources Assessment Section

cc: USFWS-Portland
NMFS
ODFW
ODSL
Applicant

E.
cc Hart
Chastain
& Sig
Gilmore
cys sent 5-22-85

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 17, 1985

TO: U. S. Corps of Engineers
U. S. Fish and Wildlife Service
U. S. National Marine Fisheries Service
U. S. Environmental Protection Agency
U. S. Coast Guard
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Bob Pool

FROM: Bob Pool, P.E., P.L.S.
Location Engineer

SUBJECT: Regional Permit for Fills in Waters of the United States

Section: Coalbank Slough Bridge Replacement
Highway: Oregon Coast
County: Coos County

This letter, with the enclosed material, serves as the advanced notice required under Operating Procedure of the Department of the Army Permit referred to in the Regional Permit, Application No. 071-OYA-2-005214, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

The Oregon State Highway Division proposes to replace an obsolete bridge that carries the Oregon Coast Highway over Coalbank Slough in Coos County. A U.S. Coast Guard permit for the structure was applied for on July 3, 1984 and a Division of State Lands permit was applied for in February, 1985.

The approach fills are beyond the banks of the slough and the high tide line; therefore, a permit is not required for that phase of the work. There is a wetland that will be affected by construction of Alternate 4 which is the chosen alignment. The wetland destroyed is not very large, and there is a mitigation plan as proposed on page IV-9 and figure 20 of the enclosed sheet taken from the Final Environmental Impact Statement. The mitigation plan is also shown in the construction plans on sheets 2C and 4.

Form 734-3122

If additional information is needed, please contact Donald E. Keyes, Location Unit, 211 Transportation Buidling, Salem, OR 97310, telephone 378-6265.

Enclosures

cc D. E. Wilken
D. O. Christensen
R. C. Pool
W. J. Hart
C. M. Gilmour
D. E. Keyes w/enc

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County of Coos

Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210

Bill Grile, AICP
Planning Director

February 28, 1985

Ed Zajonc, Director
Division of State Lands
1445 State Street
Salem, Oregon 97310

RE: Division of State Lands Waterway Permit Application #RP 4133
(Oregon State Highway Division #441, U.S. Highway 101 Bridge
Across Coalbank Slough)

Dear Mr. Zajonc:

The Coos County Planning Department has reviewed the above referenced permit request which would allow the Oregon Department of Transportation to replace the deteriorated highway bridge across Coalbank Slough with a new bridge.

Only a small portion of the project area lies within the County's jurisdiction. An administrative conditional use was issued addressing this Coos Bay Estuary Management (CBEMP) Shoreland segment on August 9, 1984 (attached). The County therefore has no objections to the proposed project as it does comply with the acknowledged Coos Bay Estuary Management Plan.

Thank you for the opportunity to comment. Please contact this office if you have any further questions.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT
Bill Grile, Director
BY:

Becky Crockett

Rebecca J. Crockett, Planner

WPG/RJC/cah

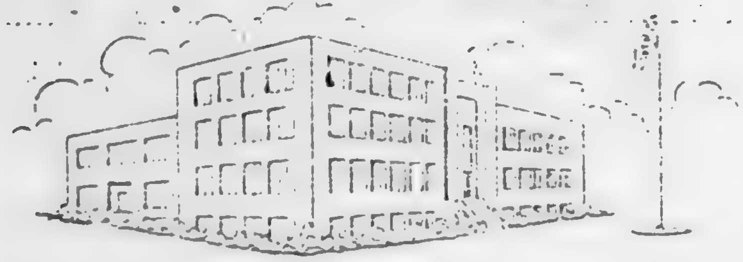
Attachment

cc: Board of Commissioners
Oregon State Highway Division #441
Cynthia Hartmann, City of Coos Bay
Chuck Holbert, City of Coos Bay
Glen Hale, DLCD
U.S. Coast Guard
Files (2)

C. S. Hun

cc Christensen
Gix
Hart
Gilmour
3/5

RECEIVED
STAT HWY ENGR
MAR 4 '85
REFER TO
Hunter
FOR



County of Coos

PLANNING DEPARTMENT
COURTHOUSE ANNEX
COQUILLE, OREGON 97423

PH: 396-3121, EXT. 205

Bill Grile, AICP
Planning Director

August 9, 1984

Ed Zajonc, Director
Division of State Lands
1445 State Street
Salem, OR 97310

RE: U.S Coast Guard Public Notice #84-N-19 and Division of State Lands Waterway Permit Application #R/F 4027 (U.S. Highway 101 Bridge across Coalbank Slough)

Dear Mr. Zajonc:

The Coos County Planning Department has reviewed the above-referenced permit request which, if granted, would allow the Oregon Department of Transportation to replace the deteriorated highway bridge across Coalbank Slough with a new bridge. The new bridge crossing is proposed to be a fixed-span concrete structure with a horizontal clearance of 68 feet and a vertical clearance above MHW (Mean High Water) of 20 feet. The old bridge, which has a horizontal clearance of 40 feet and a vertical clearance of +13 ft. MHW would be removed.

The project lies almost entirely within the review jurisdiction of the City of Coos Bay, although a small portion of the upland on the east requires the prior review and approval of an Administrative Conditional Use (ACU) permit by the County Planning Director. An ACU permit to that effect was issued by the Planning Director on August 9, 1984, so that the project as proposed is consistent with the portion of the Coos Bay Estuary Management Plan (CBEMP) within the unincorporated County.

As you are aware, the CBEMP allows (through an adopted "exception" to the statewide planning goals) a shallow draft marina (Lindsay marina) and boat repair facility--currently in its final waterway permit stage awaiting submission of a suitable mitigation plan--that is proposed to accommodate up to 50 slips for boats up to 30 feet in length. As the County noted in its comment to the Coast Guard and to DSL for the proposed SPRR railroad bridge replacement, the highway bridge as proposed is more limiting to future navigation than local governments preferred in testimony at the ODOT hearings, but it does respond appropriately to the planned navigation and moorage needs of Coalbank Slough, including the Lindsay marina proposal.

Thank you for the opportunity to comment. Please contact me at 396-3121, ext. 205 if you have any questions or concerns.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Allan E. Rumbaugh

Allan E. Rumbaugh, Planner

AER/s

cc: Board of Commissioners
U.S. Coast Guard
Mayor Chuck Holbert, City of Coos Bay
Cynthia Hartmann, City of Coos Bay
Glen Hale (DLCD)
Bill Grile/file

County of Coos

PLANNING DEPARTMENT
COURTHOUSE ANNEX
COQUILLE, OREGON 97423

PH: 396-3121, EXT. 205

Bill Grile, AICP
Planning Director

August 9, 1984
ACU-84-18

James J. Gix, P.E.
Region Engineer
Department of Transportation, Highway Division Region 3
P.O. Box 1128
Roseburg, OR 97470

RE: Administrative Conditional Use for U.S. Coast Guard Public Notice #84-N-19 & Division of State Lands Permit #R/F 4027: U.S. Highway 101 Bridge over Coalbank Slough

Dear Mr. Gix:

The Division of State Lands has asked the Planning Department to comment on your above-referenced waterway permit request, which is for the replacement of the U.S. Highway 101 bridge over Coalbank Slough in Coos County. Article 7.2 of the Coos Bay Estuary Zoning and Land Development Ordinance requires that any such waterway permit request be treated as an Administrative Conditional Use application, and requires that the Director render a decision supported by written findings. The project lies almost entirely within the review jurisdiction of the City of Coos Bay, although a small portion of the upland on the east requires such a permit.

> **DECISION SUMMARY: The request for an Administrative Conditional Use permit for bridge replacement ("Land Transportation Facilities") is granted.**

Findings and Conclusions

The decision is based on the following findings and conclusions:

1. The portion of the project within the review jurisdiction of the unincorporated County is located within zoning district #38 UD of the Coos Bay Estuary Management Plan (CBEMP) Zoning and Land Development Ordinance. Zone #38 UD" conditionally allows "land transportation facilities" subject to the approval of an Administrative Conditional Use permit that finds that the activity conforms to the provisions of CBEMP policies #23, "Riparian Vegetation", and #27, "Floodplain Protection Within Coastal Shorelands".

2. The project will conform to the provisions of Policy #23 as long as the riparian vegetation removal is confined to the minimum necessary to accomplish the construction.

3. The project will conform to the provisions of Policy #27 because, according to the U.S. Coast Guard public notice statement, "the project would not result in a significant flood plain encroachment".

DECISION

Pursuant to the provisions of Article 7.2 of the CBEMP Zoning and Land Development Ordinance, I hereby find that an Administrative Conditional Use Permit for constructing a new highway bridge over Coalbank Slough, as requested, is consistent with the acknowledged Coos Bay Estuary Management Plan and with the CBEMP Zoning and Land Development Ordinance, and is therefore consistent with the Statewide goals.

This decision is appealable by parties with standing to the Board of Commissioners. An appeal of this decision must be filed within ten (10) working days of the publication date (August 17) of this decision. Please contact me at 396-3121, ext. 205 if you have any questions or concerns.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Bill Grile

Bill Grile, Director

WPG/AER/s

cc: Division of State Lands (Attachment A of permit response)
file
Board of Commissioners
Glen Hale
State and Federal Agencies Pursuant to CBEMP Article 7.7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Coquille, Oregon
January 11, 1985

Stephen R. Doty, Engr. Div.
City of Coos Bay
500 Central
Coos Bay, Oregon 97420

File # 6-1906

In reply to your letter dated December 28, 1984, addressed to John Christopherson concerning the re-routing of storm drainage on the proposed Coalbank Slough Bridge.

I have forwarded your letter and sketch map to the Salem Design Section. I recommended that the drainage be split per your request, if possible.

After talking to one of the designers on the telephone, I feel that the split can be accomplished.

If you have any other concerns on this project, please call 396-3707 or write this office.

Sincerely,

F. D. Morrison
F. D. Morrison
Project Manager
P.O. Box 716
Coquille, Oregon 97420

cc: Region
Design

REFERRED TO
.... Mann ..Ko.. Getts .... Henry
.... Eriksen .... Dayton ....
.... Baker .... Anderson ....
.... King .... Radford .... Lea ....
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By FINAL DESIGN ENGINEER

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To File

CITY OF COOS BAY
500 CENTRAL — COOS BAY, OREGON 97420
CITY MANAGER 269-1181 — POLICE ADMINISTRATION 269-8914

December 28, 1984

Mr. John Christopherson
Region Utility Specialist
P.O. Box 1128
Roseburg, OR 97470

FILE #6-1906

This is in reply to the letter dated December 5, 1984, from Mr. Jack Cartwright, Utility Relocation Coordinator.

The City of Coos Bay is concerned with the proposed storm drain system for the relocation of Coalbank Slough Bridge. At the intersection of Broadway (Hwy 101) and Johnson Avenue the storm manhole has an 18" line from the west which flows very full on rainy days, with the dumping of a 15" line from five catch basins could surcharge this line (possible flooding of intersection) since there is only a 21" line out to the east from Broadway and Johnson.

The City would like to see the two catch basins at 1st Street and Evans Boulevard (Hwy 101) be re-routed north on 1st Street to the intersection of 1st Street and Johnson Avenue. This not only would help control the storm water, but the 1st Street storm line would be needed when the re-route of Hwy 101 north on 1st Street is developed.

The City has included a sketch showing the existing storm lines, the State proposed storm lines and our proposal on the 1st Street storm line in red. The storm line in red is only a rough idea on what the City would like.

If you have any questions feel free to write or call (269-8916) the Public Works Department.

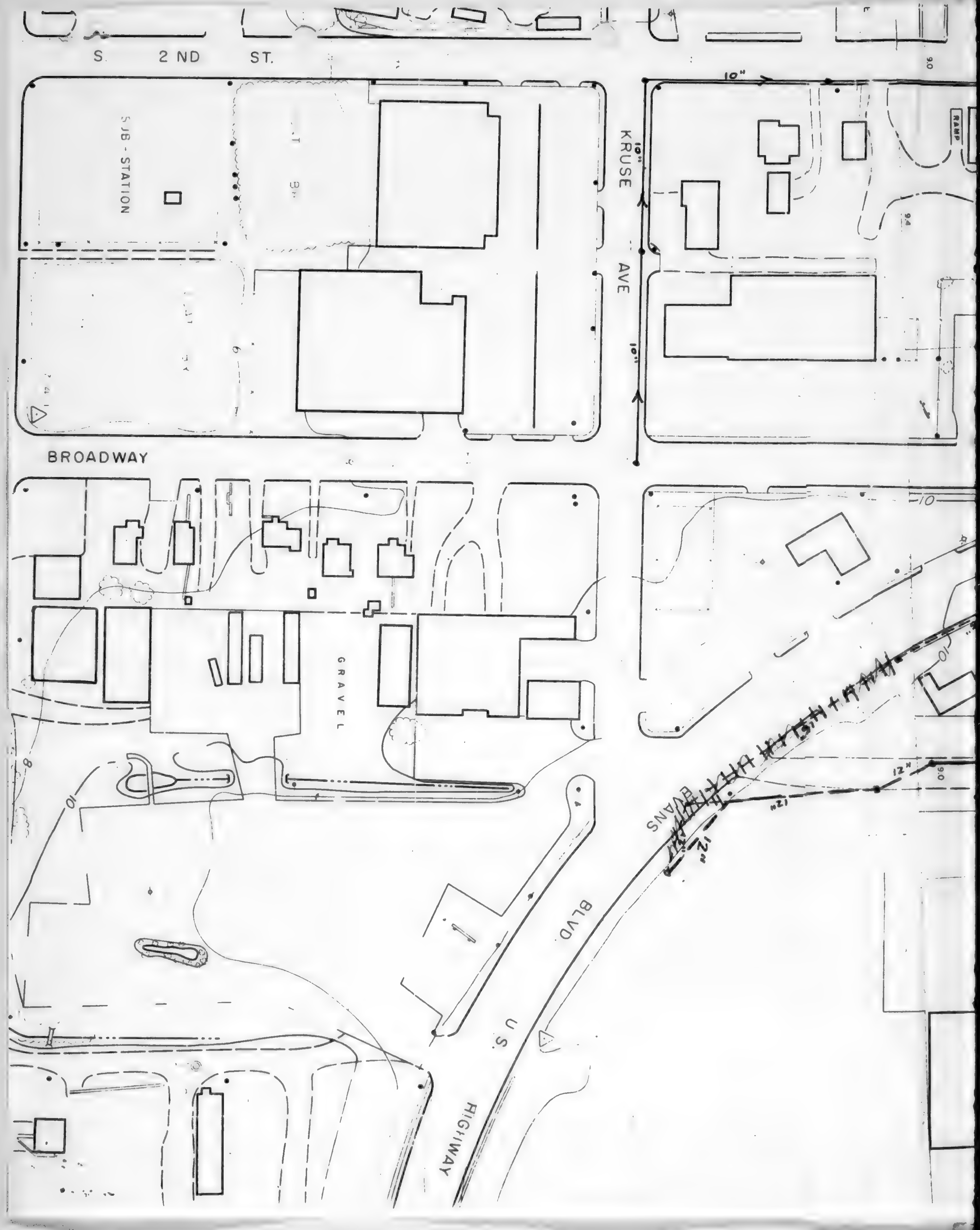
Thank you.

Stephen R. Doty
Engineering Division

RECEIVED
JAN 4 1985

Attachment

cc: Joe Schwarm, Director of Public Works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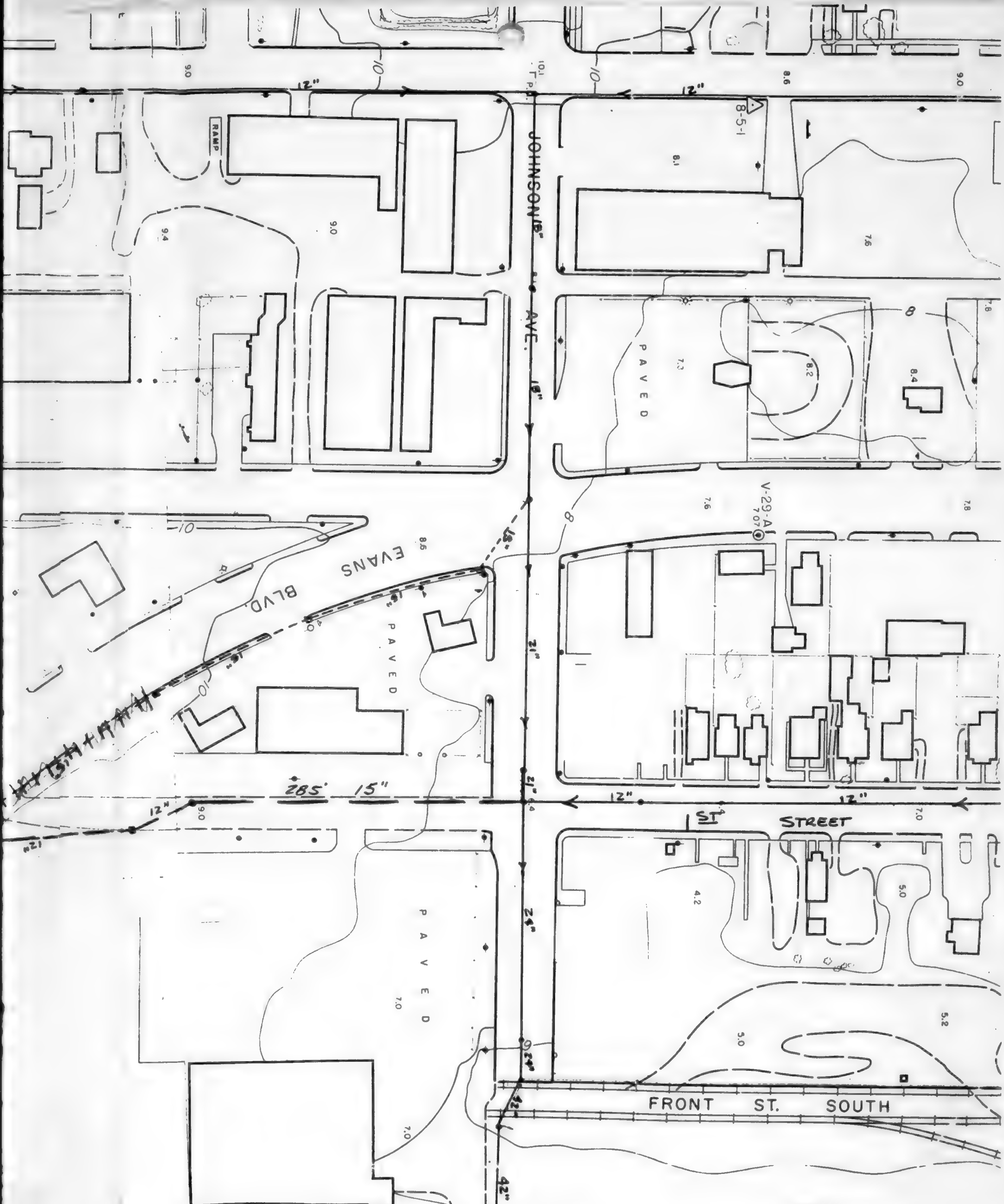
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U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
January 8, 1985

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Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Bridge permit (14-84-13), approving the location and plans for a replacement bridge across Coalbank Slough at Coos Bay, Oregon, is enclosed.

You should notify us when construction is started and then once a month until the project is completed. The monthly report should include a photocopy of the approved permit drawings. The drawings should be clearly marked to indicate work already completed and work that is scheduled for completion during the month following the report. Your forwarding letter should include information about any activities that potentially could affect waterway users. A final report is required when all work is completed. This report should include certification that the bridge was constructed according to the approved drawings.

If you decide to make any changes in the design shown in the approved drawings, you must have our approval before you begin construction. In addition, you must have our approval for any falsework to be used for the project, including cofferdams, work trestles, and similar structures. Requests for falsework approval should include two sets of drawings showing what is planned in sufficient detail to allow us to evaluate the potential impacts, if any, on waterway users. If you have any questions about your permit, please contact us.

Sincerely,

Jol E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Encl: (1) Bridge permit (14-84-13)

cy Fix
Gilmore
Christensen
1-14-85

RECEIVED
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REFER TO
1-14-85 Walt Hart
FOR

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U.S. Department
of Transportation
**United States
Coast Guard**

BRIDGE PERMIT

2 JAN 1985

(14-84-13)

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS the Secretary of Transportation has delegated the authority of Section 502(b) of that act to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations;

AND WHEREAS before construction is commenced, the Commandant must approve the location and plans of any such bridge and may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - **STATE OF OREGON** - has submitted for approval the location and plans of a bridge to be constructed across Coalbank Slough at Coos Bay, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated April 1984 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than 90 days after the bridge has been opened to traffic.

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the State of Oregon, Department of Environmental Quality, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the existing to be replaced U. S. Highway 101 Bridge across Coalbank Slough, mile 0.4, not utilized in the new bridge shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening to traffic of the new bridge, mile 0.4, will be allowed for such removal and clearance.

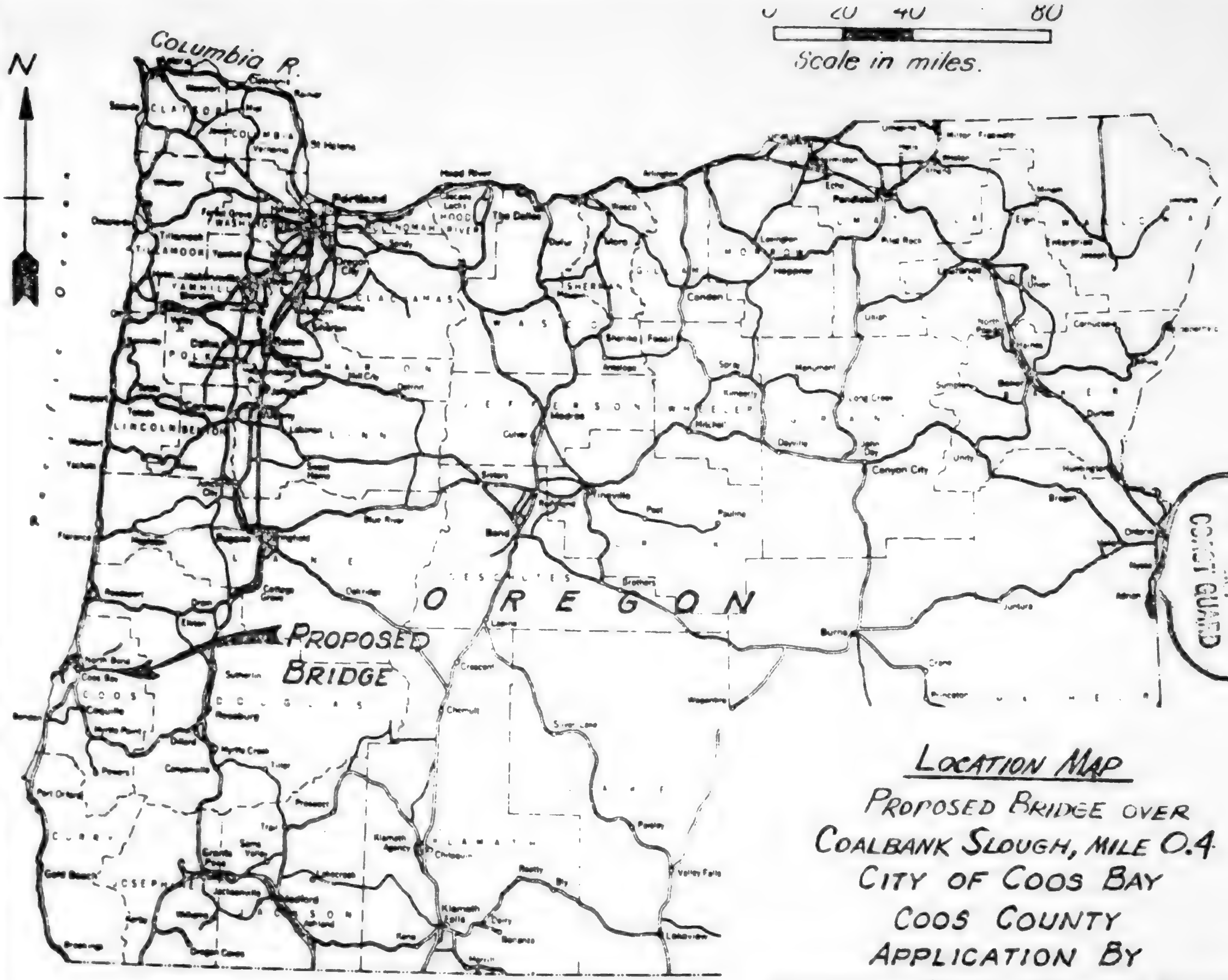
5. When the proposed bridge is no longer used for transportation purposes, it shall be removed in its entirety or to an elevation deemed appropriate by the District Commander and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge upon due notice from the District Commander.

6. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within three years and completed within five years after the date of this permit.

JM Seabrooke

J. M. SEABROOKE
Captain, U. S. Coast Guard
Chief, Bridge Administration Division
By direction of the Commandant

APPROVED
2 JAN 1985
P(14-84-13)
U.S.
COAST GUARD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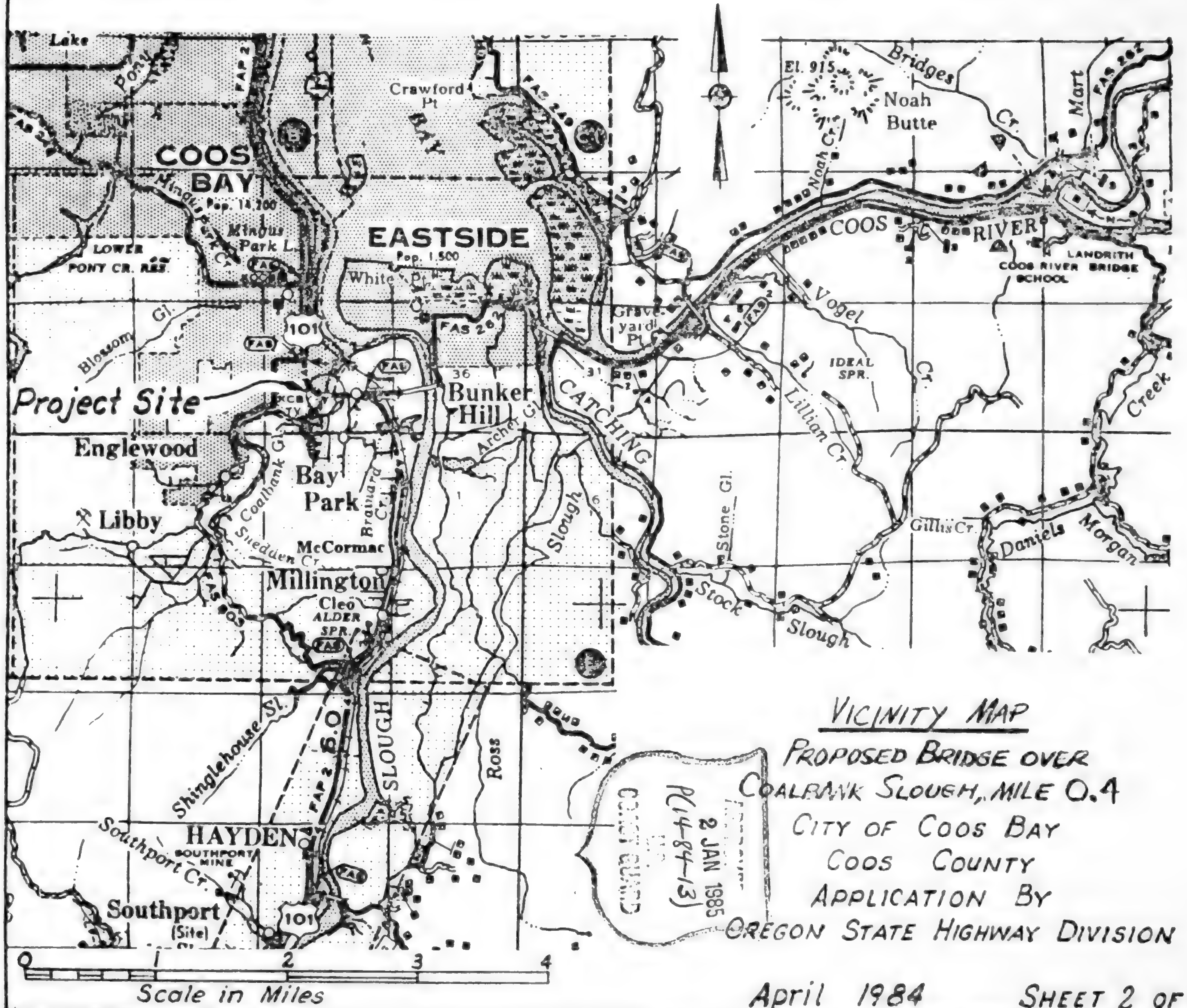
OREGON
PROPOSED BRIDGE

LOCATION MAP

PROPOSED BRIDGE OVER
COALBANK SLOUGH, MILE 0.4
CITY OF COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION

April 1984 SHEET 1 OF 4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LOWER PONY CR. RES.
Crawford Pt
BAY
EASTSIDE
Pop. 1,500
White Pt
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FAS 263
101
Blossom Gl.
Project Site
Englewood
Libby
Bay Park
Brainard Cr.
Coalbank Gl.
Snedden Cr.
McCormac
Millington
Cleo
ALDER SPR.
Bunker Hill
Archer Gl.
Graveyard Pt
CATCHING
Slough
Stone Gl.
Stock Slough
El. 915
Noah Butte
Bridges Cr.
Noah Cr.
Mart
FAS 242
COOS RIVER
LANDRITH
COOS RIVER BRIDGE
SCHOOL
Vogel Cr.
IDEAL SPR.
Lillian Cr.
Gillis Cr.
Daniels
Morgan
Creek
Shinglehouse Sl.
SLOUGH
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FAP 2
Ross
HAYDEN
SOUTHPORT MINE
Southport Cr.
Southport (Site)
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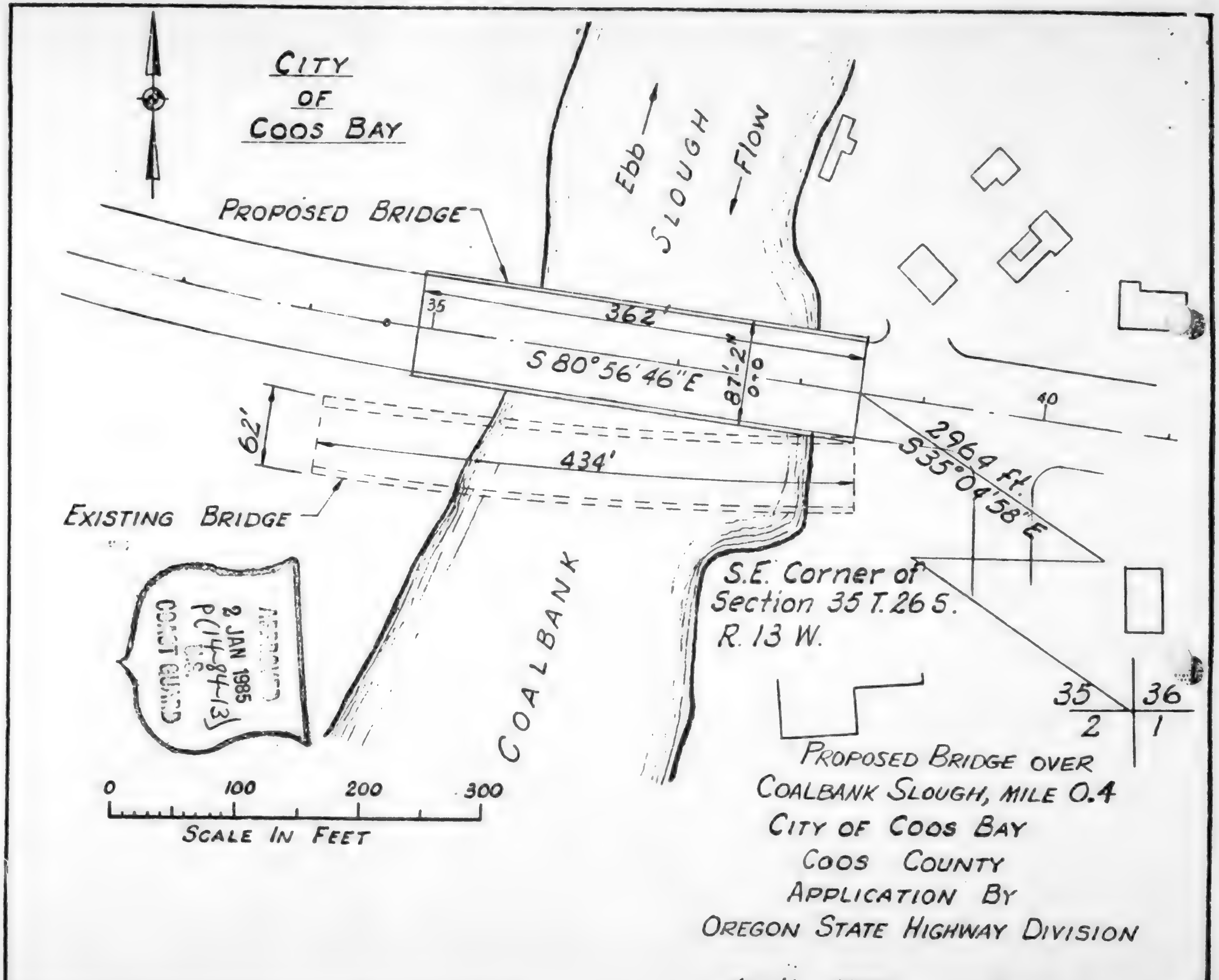
Scale in Miles

VICINITY MAP

PROPOSED BRIDGE OVER
COALBANK SLOUGH, MILE 0.4
CITY OF COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION

APPROVED
2 JAN 1985
P(14-84-13)
U.S.
COAST GUARD

April 1984 SHEET 2 OF 4
]

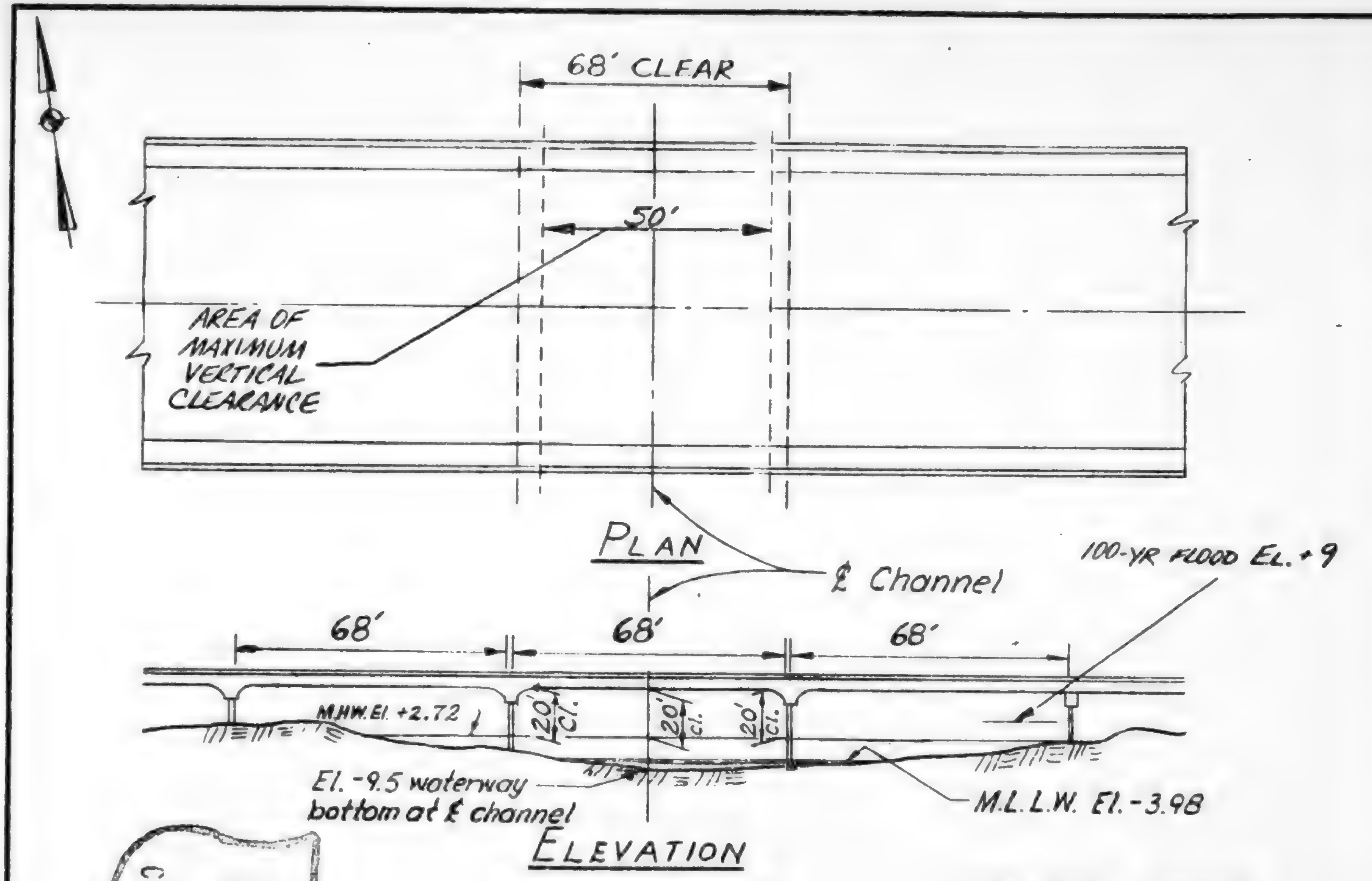

CITY OF COOS BAY
PROPOSED BRIDGE
Ebb
SLOUGH
Flow
35
362'
S 80°56'46"E
87'-2"
0+0
40
2964 ft.
S 35°04'58"E
62'
434'
EXISTING BRIDGE
S.E. Corner of Section 35 T. 26 S. R. 13 W.
COALBANK
35
36
2
1
0
100
200
300
SCALE IN FEET

APPROVED
2 JAN 1985
P(14-84-13)
U.S.
COAST GUARD

PROPOSED BRIDGE OVER
COALBANK SLOUGH, MILE 0.4
CITY OF COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION

April 1984

SHEET 3 OF 4


68' CLEAR
50'
AREA OF MAXIMUM VERTICAL CLEARANCE
PLAN
℄ Channel
100-YR FLOOD EL. +9
68'
68'
68'
M.H.W. El. +2.72
20' Cl.
20' Cl.
20' Cl.
El. -9.5 waterway bottom at ℄ channel
M.L.L.W. El. -3.98
ELEVATION

0 40 80
Scale in feet

APPROVED
2 JAN 1985
P(14-84-13)
U.S.
COAST GUARD

Datum: National Geodetic
Vertical Datum MSL=0.0

PROPOSED BRIDGE
OVER
COALBANK SLOUGH
MILE 0.4
COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
APRIL 1984 SHEET 4 OF 4

1985 Coalbank Slough Br. (Coos 10,158
Bay) Sec. of Oregon Coast Hwy. (Gr, pv,
str, sign, ill, signals & landscap) #3

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-2(22)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50051

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 19 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

7. DATE AUTHORIZATION EFFECTIVE 10/17/84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Coalbank Slough Bridge #02478-009-23921

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

RECEIVED
STAT. HWY ENGR.
OCT 19 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign All File

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 10/11/84 the relocation plan dated 10/3/84 is approved.

Also, as requested, you are authorized to proceed with all phases of right-of-way acquisition for Files 54075 through 54081 as shown on R/W map 9B-23-16 at a TEC of $410,000; Federal Funds $328,000.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 10/18/84

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]
Coalbank
[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 17, 1984

DES 23
2478C

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Coalbank Slough Bridge
Oregon Coast Highway
Coos County
BR 2478C

The attached memo summarizes the alternates considered and the decision to proceed with a fixed-span providing 20 feet of vertical clearance over mean high water for the Coalbank Slough Bridge Replacement. There was no consensus at the public hearing on a preferred alternate. It was the judgment of the Department staff that the fixed span with 20 feet of vertical clearance provided for the needs of navigation and was a reasonable compromise. I see no reason to alter that position.

The Coast Guard would prefer that the applicant resolve all conflicts before submitting a request for a navigational permit. This is not the case in this instance, and the Coast Guard will be forced to make a decision.

WJH:jrb

Attachment

cc /w/ attachment: Jim Gix, Region 3 Engineer
Cam Gilmour, Manager-Environmental

RECEIVED
STATE HWY ENGR
OCT 17 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON **INTEROFFICE MEMO**

DES 23
2478C

TO: Memo to File

DATE: October 12, 1984

FROM: Cliff Page
Cliff Page
Structural Designer

SUBJECT:

Coalbank Slough Bridge
Oregon Coast Highway
Coos County

The Coos-Curry Council of Government's letter of September 17, 1984 responds to the U. S. Coast Guard's public notice of ODOT's request for a permit to replace the subject bridge. This letter indicated support of the Project as proposed by ODOT, but it pointed out what they said was the opinion of Coos County and the City of Coos Bay - that a 20-foot vertical clearance fixed span structure "will not accomodate the variety of navigation needs on Coalbank Slough which local jurisdictions and citizens have favored in Oregon Department of Transportation's public hearings."

Subsequently, I have reviewed the EIS, the transcript of the public hearing, our correspondence and Final Study Report. A compilation of the findings follow:

Eleven favored Alternate No. 1 (existing alignment with a bascule span) of the eleven four were organization entities; the City of Coos Bay, the Coos Bay Planning Commission, the Coalbank Slough Bridge Advisory Committee and the U. S. Coast Guard.

Two people preferred Alternative No. 2 (a low-level bascule 100 feet downstream from existing structure).

Some people expressed interest in Alternative No. 2a (same as Alternative No. 2 without bascule), but opted for another choice as they were aware that the U. S. Coast Guard would not approve it.

Two people favored Alternative No. 3 (a 35-foot vertical clear above MHW fixed span 200 feet downstream from existing structure).

Three favored Alternative No. 4 (a 20-foot vertical clear span above MHW at same location as Alternative No. 2). Those favoring this alternative were the Port of Coos Bay, Oregon Department of Economic Development and one local resident.

A high level (50' above MHW, or greater) was proposed as an alternative by a local property owner. A high-level structure of some type was also favored by Coos County and two more property owners.

One hundred persons signed a petition favoring a low-level fixed span bridge. This petition is in the Commission files. There is one letter with fifteen signatures and one person testified (at the public hearing) in favor of a low-fixed span. It is likely that some of the names on the letter are duplicated in the petition. The petition was not acquired from Commission files, so no review for duplication of signatures was made. The total number of respondents favoring this alternative would be between 100 and 116.

One person proposed a lock, believing it to be the perfect solution.

There were some comments expressing concern over commercial development of the slough.

The Fish Commissions' response to the "Notice of Intent", dated July 11, 1975 (in part) "We question the need for a lift span, however. Developmental pressures could intensify requests for salt marsh filling and alteration." The Department of Fish and Wildlife also responded on July 25, 1975 "Coalbank Slough bridge needs to be replaced, but there is not a need for a draw bridge or to open the slough to development. Increasing commercial accessibility would cause serious impact to the estuarine and riparion habitats and the biological productivity of the area." The minutes of the Local Agency Coordination meeting January 27, 1976 indicated that Mr. Edward Swartz of the Fish and Wildlife Department wished minimal development of Coalbank Slough to preserve the natural characteristics of the area. He was opposed to dredging and therefore was opposed to keeping the slough open to navigation.

L.C.D.C.'s comments to the D.E.I.S. were that the city and county local land use plans should be valuable for the information they contained, but since these plans had not been acknowledged by LCDC they indicated the project should be consistant with State Wide Planning Goals. No other LCDC statements pertaining to commercial development of Coalbank Slough were uncovered.

The Final Study Report concluded that an openable span would cause intolerable delays in highway traffic and that a high-fixed span structure would be inappropriately high in cost and would displace too many businesses and residences. The study further stated that a fixed-span structure that provided 20 feet of vertical clearance at MHW would meet reasonable navigation needs with moderate relocation of businesses and residences while still falling within a reasonable funding range.

Recognizing there is no single solution that will satisfy all factions, I believe Alternative No. 4 to be a good compromise. The depth of water beneath the proposed structure and restricted vertical clearance do limit the size and type of vessel that can pass under, while still affording an opportunity for a considerable volume of boat traffic. This leaves the question of commercial development to the appropriate jurisdictions and local citizens, not predetermined by the type of structure we build.

CWP:smd

COOS-CURRY COUNCIL OF GOVERNMENTS
P.O. BOX 647
NORTH BEND, OREGON 97459
756-2563

RAY KELLEY, Chairman
TIMM SLATER, Vice-Chairman
JOE JAKOVAC, Treasurer
SANDRA DIEDRICH, Director

September 17, 1984

RECEIVED
STATE HWY ENGR
SEP 25 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ESH

T.M. Nutting, Commander
U.S. Coast Guard
915 Second Avenue
Seattle, WA 98174

Re: U.S. Coast Guard Public Notice #84-N-19
Coalbank Slough Bridge Replacement

Dear Commander Nutting:

On August 9, 1984, the Coos-Curry Council of Governments reviewed a project proposed by the Oregon Department of Transportation to replace the existing four lane highway bridge across Coalbank Slough at Coos Bay. As part of its review, the Council acted on the enclosed staff report which is incorporated as part of the review comments.

The review action of the Coos-Curry Council of Governments was to support the position of the Coos Bay City Council and the Coos County Board of Commissioners on this project. Subsequent to the August 9th meeting, review comments were sent to the Coast Guard, Division of State Lands and the Oregon Department of Transportation by Coos Bay and Coos County.

The review action of both jurisdictions was to support the project as proposed because it is consistent with the moorage and navigation needs identified in the Coos Bay Estuary Management Plan and provided for in Management Units 38CA and 38UD. Both the city and county noted, however, that the 20' fixed span bridge will not accomodate the variety of navigation needs on Coalbank Slough which local jurisdictions and citizens have favored in Oregon Department of Transportations' public hearings.

The proposed bridge replacement is consistent with the transporation policies of the Coos Bay Comprehensive Plan 2000. The project also meets the requirements for an Administrative Conditional Use Permit from Coos County and such a permit was issued on August 9, 1984.

Should you have any questions about the review action by the Coos-Curry Council of Governments, please do not hesitate to contact us.

Sincerely,

Sandy Diedrich
Director

9 25 84
cc: Gilmore
Hart
What happens now?
ESH

SD/tam
Enclosure
cc: Oregon State Highway Division ✓
State Clearinghouse
Karl Elving

ccs. to Gilmore
Hart
9-26-84 RW.

REPRESENTING MEMBERSHIP OF GENERAL PURPOSE AND
SPECIAL PURPOSE UNITS OF GOVERNMENT IN COOS AND CURRY COUNTIES.

3.3 Project:

Coalbank Slough Bridge Replacement
(Oregon Department of Transportation - Highway Division)

Project Description: The Highway Division is applying for a permit from the U.S. Coast Guard to replace the existing four-lane bridge across Coalbank Slough with a modern concrete structure. The existing bridge is badly deteriorated and, although built as a drawbridge, has not been opened since 1953. The bridge is not required to open for the passage of vessels but would have to be returned to an operable condition within six months after notification from the Commandant of the Coast Guard. The new bridge would be a fixed structure designed to meet the needs of existing and future highway traffic and to allow small vessels to pass under it. The old bridge would be removed to the natural bottom of the waterway.

Clearances would change as follows:

	Existing Bridge	Proposed Bridge
Horizontal	40 feet	68 feet
Vertical	13 feet	20 feet

Comments Requested: City of Coos Bay
Coos County

Comments Received:

None as of 8/2/84. The governing bodies of both jurisdictions are expected to comment on this application but will not do so until later in August.

Staff Comments:

The proposed replacement of the Coalbank Slough Bridge was the subject of extensive local review and comment during 1980-1982 when draft and final Environmental Impact Statements were prepared by the Oregon Department of Transportation. The EIS process included a citizen advisory group and local public hearings.

Oregon Department of Transportation considered four new bridge designs and an alternative no-build option in its draft EIS. Following public testimony, three additional build alternatives were examined. Oregon Department of Transportation's final choice is an intermediate level fixed-span structure.

The proposed bridge, known as Alternative 4 in the EIS, is a compromise solution to the need for unimpeded traffic flow, boat access to potential marina developments on Coalbank Slough, preservation of commercial property and overall cost-effectiveness.

An intermediate level fixed-span bridge was not the preferred alternative of local governments or the majority of citizens who offered testimony to the Oregon Department of Transportation.

Staff Recommendation:

Staff advises the Council to support the position of the Coos Bay City Council and the Coos County Board of Commissioners on this project.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: October 11, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager ORIGINAL SIGNED BY
Program Section GARY A. POTTER

Subject: Project Data Submission
Item No. 50051
Project No. BRF-2-2(22)
Coalbank Slough Bridge Section
Right-of-Way
Coos County

Enclosed is data consisting of PR-1 forms and a print of right-of-way map No. 9B-23-16, and a relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of all phases of right-of-way including relocation assistance at an estimated total cost of $410,000 with an obligation of $328,000 in Federal funds.

The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Relocation assistance consists of the moving of two businesses. Therefore, assurances regarding the availability of replacement housing is not required. Relocation assistance will be provided from the Region Right of Way Office in Roseburg.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHYM 7-5-1.

RDS:bkb
cc: J.B. Boyd
Don Aman
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: October 11, 1984

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

Subject: FY 1985 Annual Program

A FY 85 Item No. has been assigned the following project for the phase or phases of work noted for which we intend to request authorization to proceed during this program period.

Sec.	Coalbank Slough Bridge	Project No.	BRF-2-2(22)
		AP Approved:	10-1-84
Hwy.	Oregon Coast	Item No.	50051
Co.	Coos	Rt. No. FA	2
Area:	Urban	City:	Coos Bay
Begin M.P.	238.94	Length	0.46 mi.

Work: PE ---, R/W X, Const. ---, One Bridge (Character)

Est. Cost:	PE	----	R/W	410,000	CONST	----
F.A. Cost:	PE	----	R/W	328,000	CONST	----

NOTES:
1) Final EIS approved by FHWA on January 21, 1983.
2) A-95 review conclusions dated 8-15 and 9-17, 1975.
3) Location/Design approved by adoption of FEIS.
4) Included in FY '85 AP in 6 Yr. HIP Page 28, Item No. 235.

RDS:bkb
cc: Bob Oakes
ID #

Form 734-3122

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: October 8, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County
Project #F-U-172(11)

We have received 7 files on the above HBR project that is scheduled for a F3Qtr'86 letting. The acquisition of this right-of-way is estimated at $410,000 which includes $40,000 for a relocation and moving allowance. A relocation plan is attached.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and forward the relocation plan for their approval.

The above estimate covers files 54075 through 54081 as shown on map 9B-23-16.

DA:jh
attach.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 9 1984
REFER TO FA
R/D ____ ACT X REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

TO: Lou Schwab
Relocation Supervisor

DATE: October 3, 1984

FROM: Stan Williams Stan Williams
Right of Way Agent by sgp

SUBJECT: Relocation Plan
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County

This bridge replacement project involves the relocation of two commercial properties; a service station and an animal hospital. Replacement sites for either property will be extremely difficult to locate so in-lieu payments will probably be made. It is estimated that a lead time of 12 months will be needed for an orderly relocation program.

There are no other federal, state or city projects planned in the immediate area.

SW:sgp

APPROVED
Lou Schwab 10/5/84
Relocation Supervisor
STATE HIGHWAY DIVISION

RIGHT OF WAY [illegible]
RECEIVED
OCT -4 1984
M AM ROW RBR CA FS
PMS AS [✓ CS] OS TA RUE
C 1 2 3 4 F

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

October 11, 1984

PROJECT LOCATION (45 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 101, Johnson Ave. (Coos Bay), S.E. 0.46 mi.	22,000			10	Oregon	41	118	50051

OPOSED WORK (35 typewriter	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
ay Acquisition								BRF-	2-2(22)			

FUNDS: Bridge Replacement

COUNTY NAME: Coos — CODE 011

A: Coos Bay

ROUTE NO. P — FEDERAL-AID 2 — STATE 9 — U.S. 101

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"Coalbank Slough Bridge Section"	0.46	410,000	328,000	82,000		ROW-80' minimum; Access Control-none; Parking Restrictions-none.
CONST (CODE)								(Future construction of a fixed-span bridge with necessary grading and paving of approaches.)
ED BY RDS		PROJECT TOTALS	0.46	410,000	328,000	82,000		

N APPROVAL DATES

REMARKS
Additional Data: See Item No. 205,
Project No. U-172(11).

-over

Budget Bureau No. 41-R2067; Appro
U.S. DEPAR
BUR

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.: October 11, 1984

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 101, Johnson Ave. (Coos Bay), S.E. 0.46 mi.	ADT	PRESENT 22,000	FUTURE	YEAR	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right of Way Acquisition	NATL. FOREST	F.H. ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRF-	NUMBER 2-2(22)	SEQ.

CARD 1	CLASS OF FEDERAL FUNDS Bridge Replacement	COUNTY NAME Coos			CODE 011	
	NAME OF URBAN AREA Coos Bay	ROUTE NO. P	FEDERAL-AID 2	STATE 9	U.S. 101	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	
5					PE								
5					ROW		"Coalbank Slough Bridge Section"	0.46	410,000	328,000	82,000		ROW- Acce Park none
5					CONST (CODE)								(Futu of bric grac of a
CARD 1	CODE 1	PREPARED BY RDS					PROJECT TOTALS	0.46	410,000	328,000	82,000		

1	14	PROGRAM APPROVAL DATES

REMARKS
Additional Data: See Item No.
Project No. U-172(11).

-over

Coalbank Slough Bridge Section
Project No. BRF-2-2(22)

Remarks continued --

Project Data: Work under this project consists of right-of-way acquisition all phases including relocation assistance as required for the future construction necessary to replace the existing bridge with a fixed span with required grading and paving of approaches.

FHPM 7-7-2 Requirements: Final Environmental Impact Statement was approved by FHWA on January 21, 1983.

FHPM 7-7-5 Requirements:

a) Public Hearings ----- Held on February 4, 1981.
b) Location/Design ----- Approval granted by approval of the Final Environmental Impact Statement.

Data for PR-37: Relocation Assistance

Moving Cost (2 Businesses) ---------------------- $40,000

Note: 1) This project is in Congressional District No. 4.
2) Included in FY '85 AP in 6 Yr. HIP Page 28, Item No. 235.

- - 10,158

MAP 14-1-1
Coalbank

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO FILES

ORIGINAL SIGNED
J.E. CHIDSEY

DATE: September 10, 1984 DES 23
2478A

FROM: J. E. Chidsey, P.E.
Principal Structural Design Engineer

SUBJECT: Coast Guard Permit
Coalbank Slough Bridge
Oregon Coast Highway
Coos County
BR 2478A

NOTED
E. S. HUNTER

I contacted the Aids to Navigation Branch of the Coast Guard in Seattle to determine the status of the application for the permit to construct the Coalbank Slough Bridge. Wayne Lee advised that all responses were received by their office except from the Oregon Division of State Lands. He commented that no objections to the permit have been received by their office.

I talked with Marge Akers, Division of State Lands, and she said she received the Notification of Compliance with the Coastal Zone Management Policy from LCDC today. She will prepare a letter to the Coast Guard informing them that the Oregon Division of State Lands has no objection to the permit application.

Upon receipt of the approval from the Division of State Lands, Wayne Lee said they will put the information together and forward to Washington, D.C. for issuance of the permit.

JEC:jrb

cc: ✓E. S. Hunter
J. H. Versteeg
Gary Potter
J. J. Gix

RECEIVED
STATE HWY ENGR
SEP 18 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

August 21, 1984

J. H. Versteeg
Road Design Engineer

Files 54075, 54076, 54077, 54078,
54079, 54080, 54081
Coalbank Slough Bridge (Coos Bay)
Oregon Coast Highway
Coos County

Attached are descriptions (7 files), an authorization and right of way prints covering right of way required for the subject project.

By:

George F. Strawn
R/W Descriptions Supervisor

GFS:jc
Attachments

Form E-353 (Rev. 12-68)

Oregon State Highway Departme
DESIGN DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Oregon Coast County Coos

Unit Survey Approved

Section Coalbank Slough Bridge (Coos Bay) Sta. 19+00 Sta. 46+00

R/W Map No. 9B-23-16

Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
54075	Fred Meyer Real Estate Properties, Ltd.				X	X					X					
54076	State of Oregon, by and through its State Land Board				X			X								
54077	Coos County				X	X					X					
54078	Carl Einar Stenquist & Ottilia Wendla Stenquist				X	X					X					
54079	Margaret & Charles H. McCann (Walter A. & Joanne Herman, C.P.)					X					X					
54080	William L. and Marjorie W. Morin				X	X					X					
54081	Alfred J. and Ruby E. Lively				X	X					X					

Submitted ______________________ Date ______________
R/W Description Engineer

Approved ______________________ Date ______________
Assistant Design Engineer

Approved ______________________ Date ______________
R/W Engineer

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
July 25, 1984

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

We've completed our review of your permit application for the proposed replacement highway bridge across Coalbank Slough, mile 0.4, at Coos Bay, Oregon (Bridge 2478A). We had several questions about the future fender system and construction clearance diagrams shown on your permit drawings. After we discussed these with Mr. Jim Chidsey of your Bridge Section, it was agreed that we would make minor revisions here in Seattle. We've deleted the fenders and the construction details, revised the available horizontal clearance to 68 feet, noted that the vertical clearance of 20 feet is available throughout the central 50 feet of the navigation span, added the elevation of the 100-year flood, and included the waterway mile. We made the changes on your original drawings because they were included with your application letter. We've made copies of the revised drawings and we're returning the originals to you.

Our public notice describing the project is being distributed. Please call us if you have any questions about the changes we made in the drawings or about the status of your application.

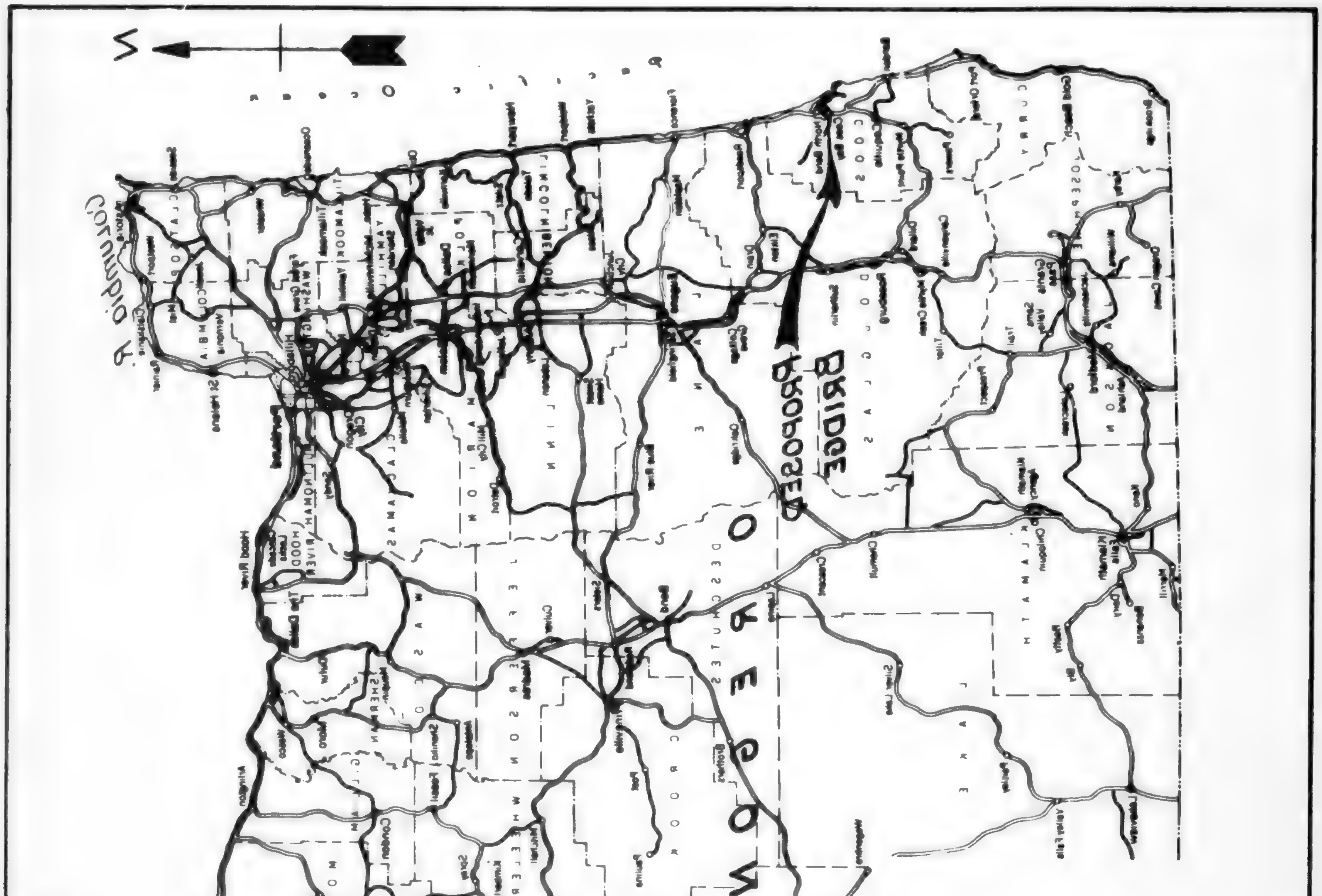
Sincerely,

Jol E. Mikesell

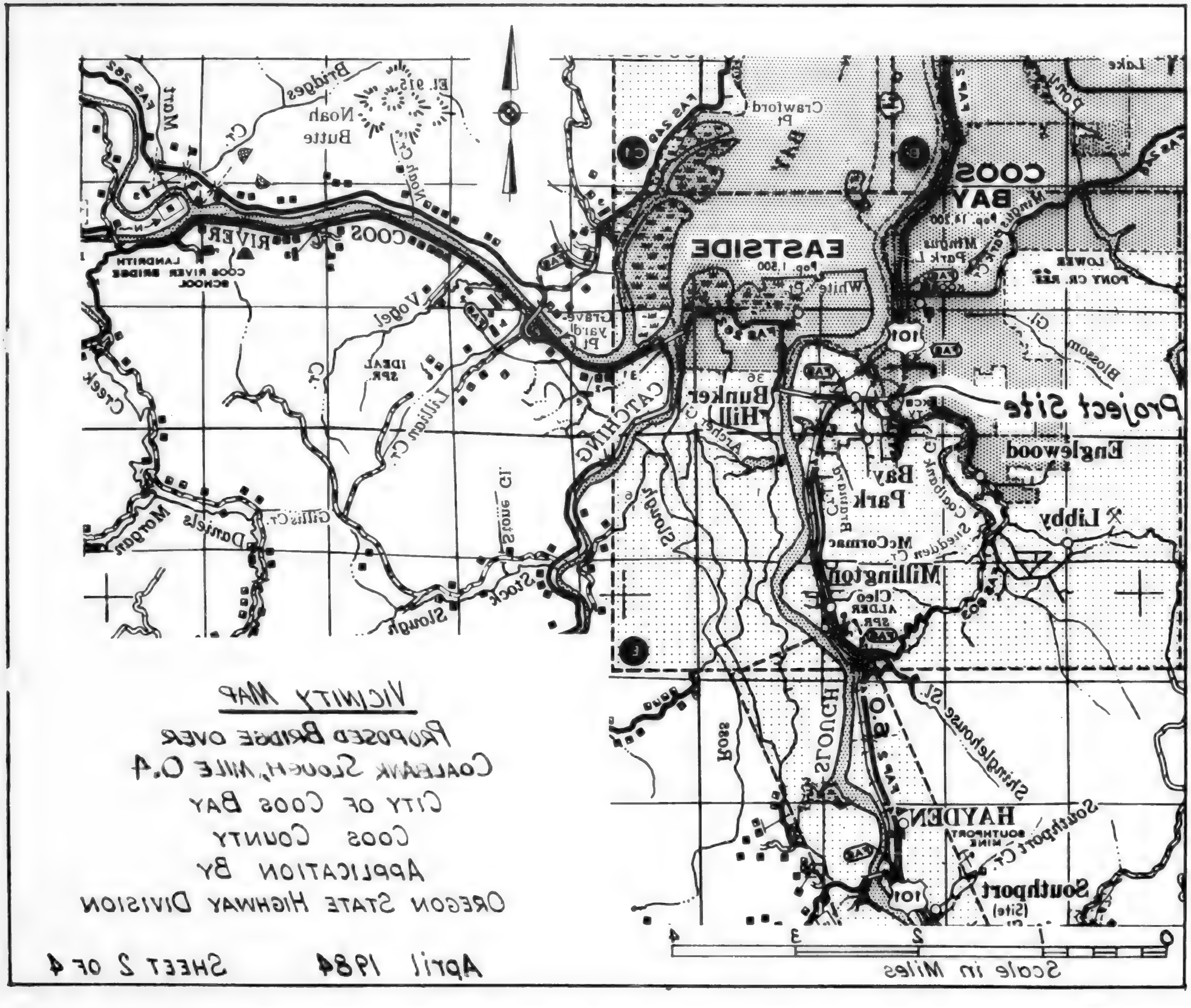
John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Encl: (1) Original permit application drawings, 4 sheets

RECEIVED
STATE HWY ENGR
JUL 27 '84
REFER TO
Hart
FOR
Info Inves R/D D/R Sign


OREGON
PROPOSED BRIDGE
Scale in miles
0
20
40
80
N
Pacific Ocean
Columbia R.

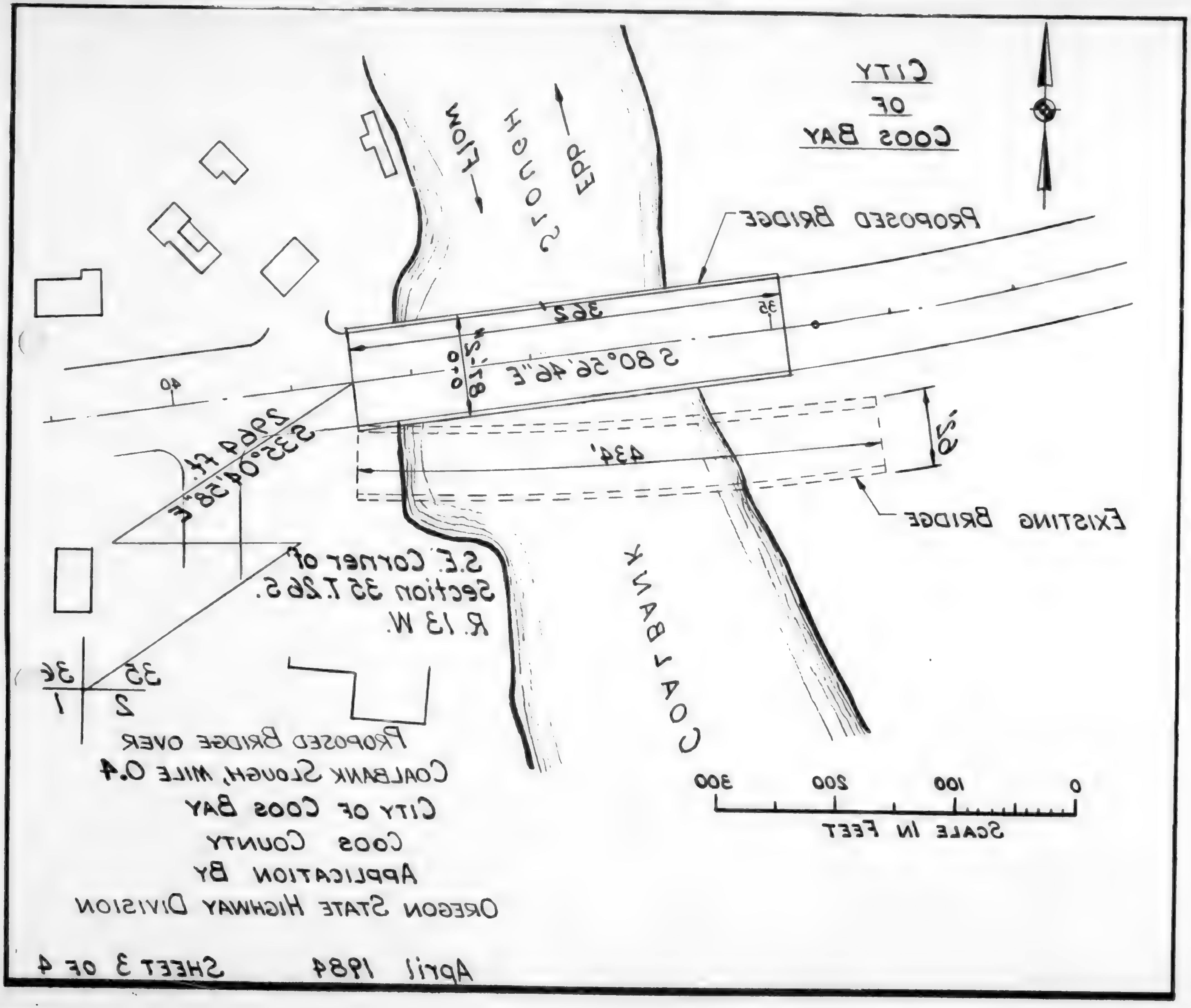
LOCATION MAP
PROPOSED BRIDGE OVER
COALBANK SLOUGH, MILE 0.4
CITY OF COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
April 1984 SHEET 1 OF 4


EASTSIDE
Pop. 1,500
COOS BAY
Pop. 14,200
Project Site
Englewood
Libby
Bay Park
McCormac
Millington
Cleo
ALDER SPR.
Bunker Hill
CATCHING
Slough
Stock Slough
Stone Cl.
Ross
SLOUGH
HAYDEN
SOUTHPORT MINE
Southport
(Site)
Southport Cr.
Shinglehouse Sl.
COOS RIVER
LANDRITH
COOS RIVER BRIDGE SCHOOL
Vogel
Lillian Cr.
IDEAL SPR.
Graveyard Pt.
Noah Butte
El. 915
Noah Cr.
Bridges
Matt
Creek
Morgan
Daniels
Gillis Cr.
Crawford Pt.
BAY
White Pt.
Archer Cr.
Coalbank Cr.
Snedden Cr.
Blossom Gl.
LOWER PONY CR. RES.
Millicoma Park
Pony
Lake
101
Scale in Miles
0
1
2
3
4

VICINITY MAP

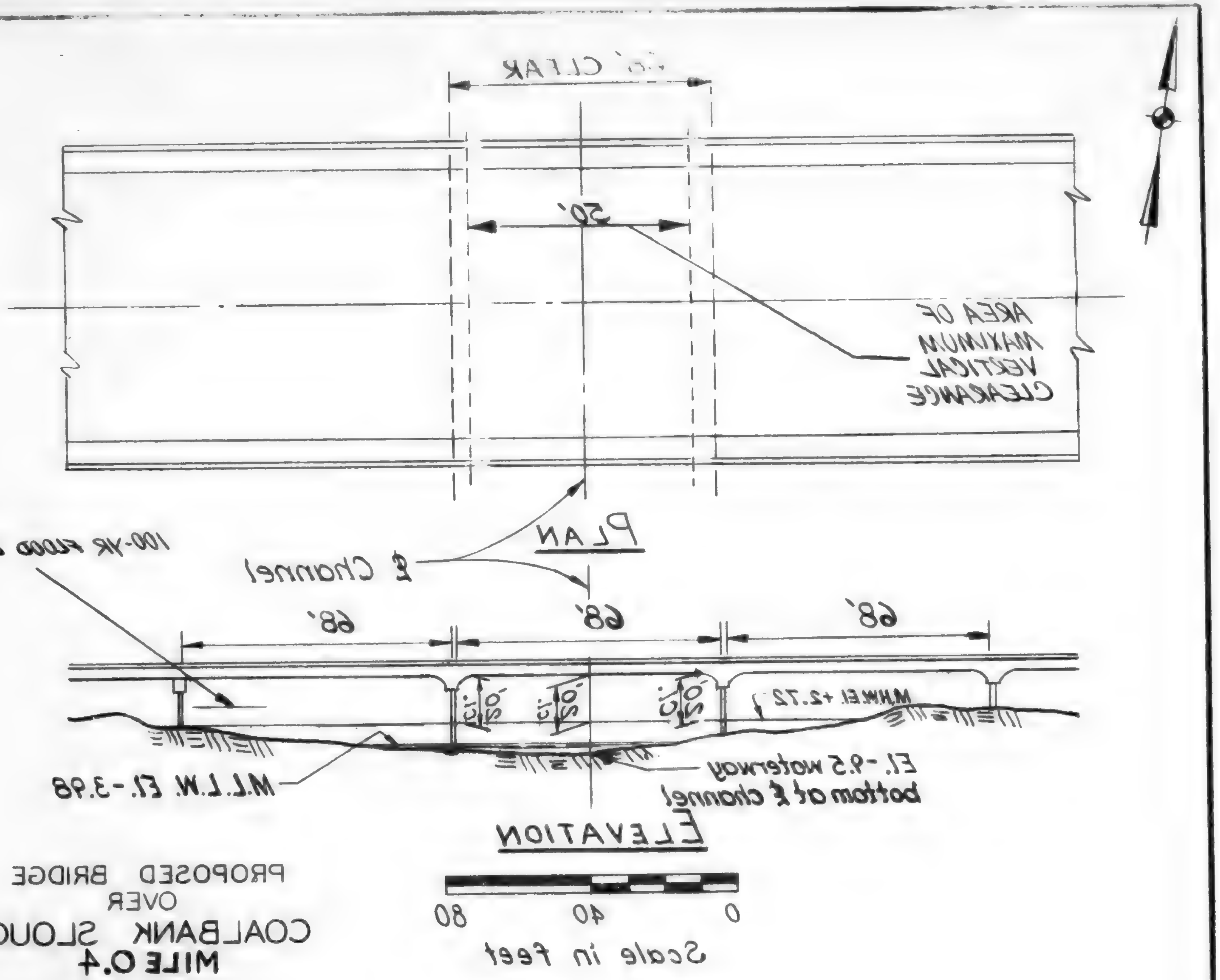
PROPOSED BRIDGE OVER
COALBANK SLOUGH, MILE 0.4
CITY OF COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION

April 1984 SHEET 2 OF 4


CITY
OF
COOS BAY
FLOW
SLOUGH
EBB
PROPOSED BRIDGE
362
35
81'-2"
0.0
S 80°56'46"E
40
2964 ft.
S 33°04'58"E
62'
434'
EXISTING BRIDGE
S.E. Corner of
Section 35 T.26 S.
R.13 W.
36
35
1
2
COALBANK
0
100
200
300
SCALE IN FEET

PROPOSED BRIDGE OVER
COALBANK SLOUGH, MILE 0.4
CITY OF COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION

April 1984 SHEET 3 OF 4


CLEAR
50'
AREA OF MAXIMUM VERTICAL CLEARANCE
PLAN
℄ Channel
100-YR FLOOD EL.+9
68'
68'
68'
20'
12'
20'
12'
20'
12'
MHHW El +2.72
M.L.L.W. El. -3.98
El. -9.5 waterway bottom of ℄ channel
ELEVATION
0
40
80
Scale in feet

PROPOSED BRIDGE
OVER
COALBANK SLOUGH
MILE 0.4
COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
APRIL 1984 SHEET 4 OF 4

Datum: National Geodetic
Vertical Datum MSL=0.0

[illegible] 14-1-1
Coalbank
[illegible]

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: July 9, 1984

FROM: James J. Gix
Region Engineer

SUBJECT: Preliminary Engineering by Consultants

Over the past four months, we have received lists of projects from several design groups which indicate the desire to proceed with preliminary engineering using consultants. At this time, I understand several bridge and traffic signal projects have adequately been negotiated.

I now have another listing of projects throughout the state that are proposed for PE by consultants within the next two or three weeks. I am very concerned that communication with the Construction Section and the Regions is either very superficial or nonexistent. I am concerned that projects will be given to consultants and our own personnel will have to be loaned out to other units because of a lack of work. We need your help to bring this program under control.

Through Mr. Kuehn, I have requested withdrawal from consultant agreement on two signal projects because the survey work is already completed in Region. This would be the Crestview Drive Section on the Willamette Highway @ Oakridge and the Beacon Drive Signal on the Redwood Highway in Grants Pass.

I am now requesting that the Umpqua Myrtle State Wayside Rockfall on the Umpqua Highway be withdrawn since we have surveys in Region that are nearly ready for submittal on this project. We would also like to withdraw the Phoenix-Talent Project on the Rogue Valley Highway south of Phoenix in order to bolster the workload of the Medford engineering crew.

From the latest list, we would like to withdraw the Curtis Ave. - Coalbank Slough Section which is to develop a one-way couplet on U.S. 101 in Coos Bay. This project involves cooperation between the City of Coos Bay, the Southern Pacific Railroad and the work now underway on the Coalbank Slough structure. I feel that the addition of a consultant in this project could only make it more expensive to complete.

jg/ba

cc: B. Ewen

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 10'84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File
	/					

[illegible]

July 3, 1984

Commander
13th Coast Guard District
915 Second Avenue
Seattle, WA 98174

DES 23
2478A

ATTENTION: Aids to Navigation Branch

Proposed Replacement of
  Coalbank Slough Bridge
Bridge 2478A

The Highway Division of the Oregon Department of Transportation hereby applies for a permit to replace the existing bridge carrying the Oregon Coast Highway over the Coalbank Slough in Coos County, 0.4 mile above the mouth of the waterway. One set of reproducible permit drawings and four prints each of these drawings, numbered Sheets 1 through 4, and one informational drawing are enclosed.

Legal authority for the structure is found in the General Bridge Act of 1946 as amended in 1964. The laws of the State of Oregon do not require a state permit for this work.

The existing bridge was constructed under War Department Permit dated January 25, 1938. This structure will be completely removed to the natural streambed. It will be replaced by a new bridge as shown on Sheet 2 of the permit drawings. Proposed construction clearances are shown on Sheet 3 of the permit drawings.

The new structure is estimated to cost $2,310,000 with the total project estimated to cost $4,307,000 including approaches, roadwork, and removal of the existing bridge. The grade line is controlled on the east end of the structure by existing grade lines. Consequently, there is no increase in construction cost due to navigational requirements. The project will utilize Federal-Aid Highway Funds.

The impact of the project on the human environment, fish and wildlife, and Section 4F lands were discussed in the Draft Environmental Impact Statement which was reviewed by your office. The Final EIS contains a copy of your comments dated July 22, 1980. No events have occurred since that date to change the environmental impact due to this project. Two copies of the Final EIS are enclosed for your use.

The only material to be placed in the streambed consists of prestressed concrete piling in three bents. Traffic will use the existing structure during the construction of the proposed bridge.

Please advise us of the requirements for navigation lights on this structure. Enclosed is a list of the property owners adjacent to both ends of the structure. A copy of the Certification of Compliance with the Oregon Coastal Management Program is enclosed. A copy of this certification has been forwarded to the Oregon Department of Land Conservation and Development.

E. S. Hunter
Assistant State Highway Engineer

Enc.

bc H. S. Coulter
W. J. Hart
J. H. Versteeg (enc.)
Cam Gilmour "
Frank Terpin "
James J. Gix "

JEC:jrb:lks

Property Owners Adjacent to
Coalbank Slough Bridge
Oregon Coast Highway
Coos County
Bridge 2478C

1. Walter A. Herman
   P.O. Box 568
   Coos Bay, OR 97420

2. Coos County
   P.O. Box 190
   Coquille, OR 97423

3. Fred Meyer Retail Properties, Ltd.
   P.O. Box 42121
   Portland, OR 97242

4. Western Service Co.
   P.O. 1099
   Coos Bay, OR 97420

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CERTIFICATION OF CONSISTENCY WITH THE OREGON COASTAL ZONE MANAGEMENT PROGRAM

CERTIFICATION STATEMENT

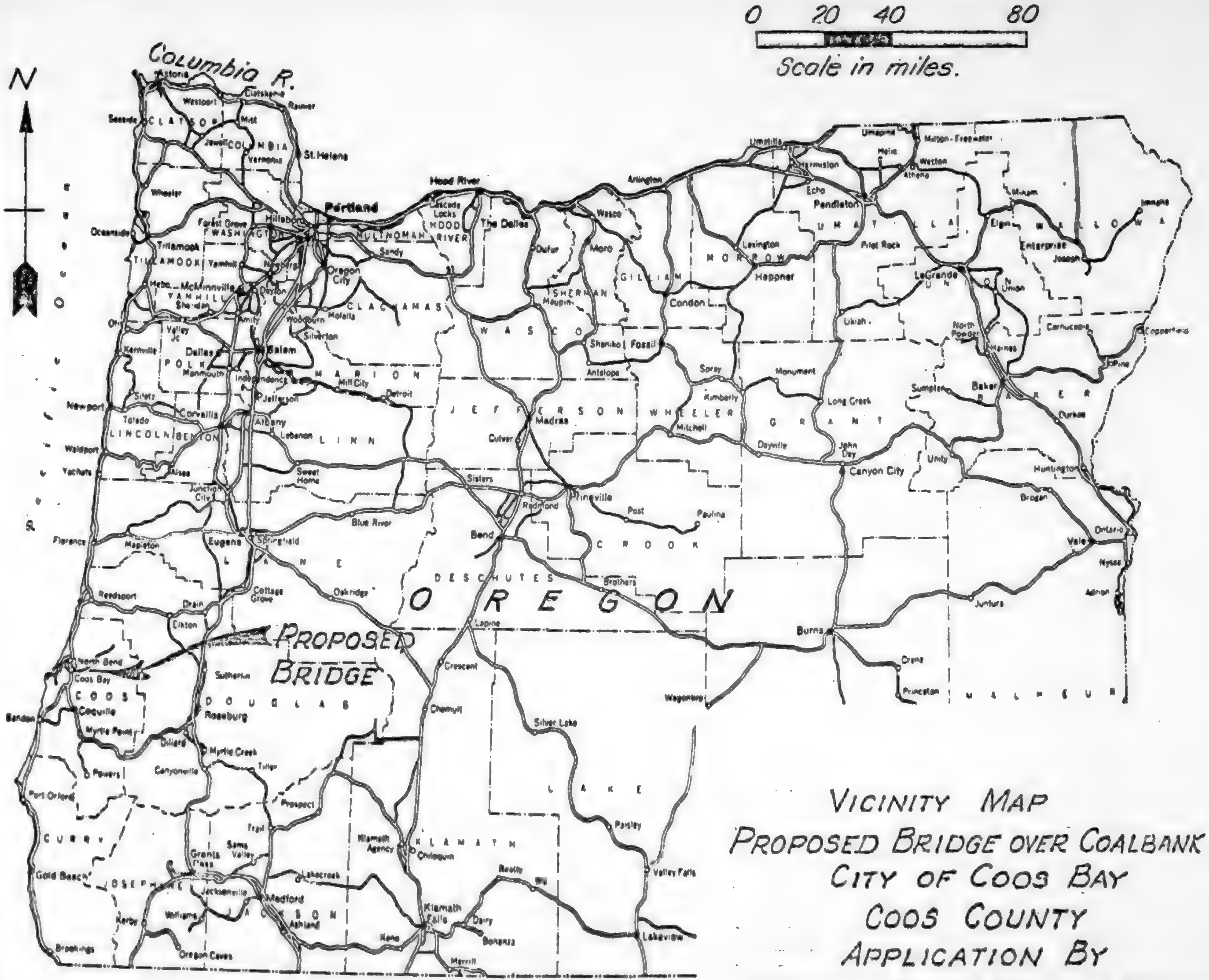
I certify that, to the best of my knowledge and belief, the proposed replacement of the Coalbank Slough Bridge carrying the Oregon Coast Highway in Coos County (State Bridge No. 2478A) complies with the approved Oregon Coastal Zone Management Program, and will be conducted in a manner consistent with such program.

H S Coulter
Signature of Applicant

H. S. Coulter
State Highway Engineer

1-June 1984
Date

cc: LCDC, Attention: Patti Snow
U. S. Coast Guard


0
20
40
80
Scale in miles.
N
Columbia R.
Astoria
Seaside
Portland
St. Helens
Hood River
The Dalles
Salem
Newport
Corvallis
Albany
Eugene
Springfield
Florence
Reedsport
North Bend
Coos Bay
Coquille
Bandon
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Bend
Redmond
Prineville
Madras
Pendleton
La Grande
Baker
Ontario
Burns
John Day
Canyon City
PROPOSED
BRIDGE
OREGON
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
YAMHILL
CLACKAMAS
POLK
MARION
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
CROOK
WASCO
SHERMAN
GILLIAM
MORROW
WHEELER
GRANT
UMATILLA
UNION
WALLOWA
BAKER
MALHEUR

VICINITY MAP

PROPOSED BRIDGE OVER COALBANK SLOUGH

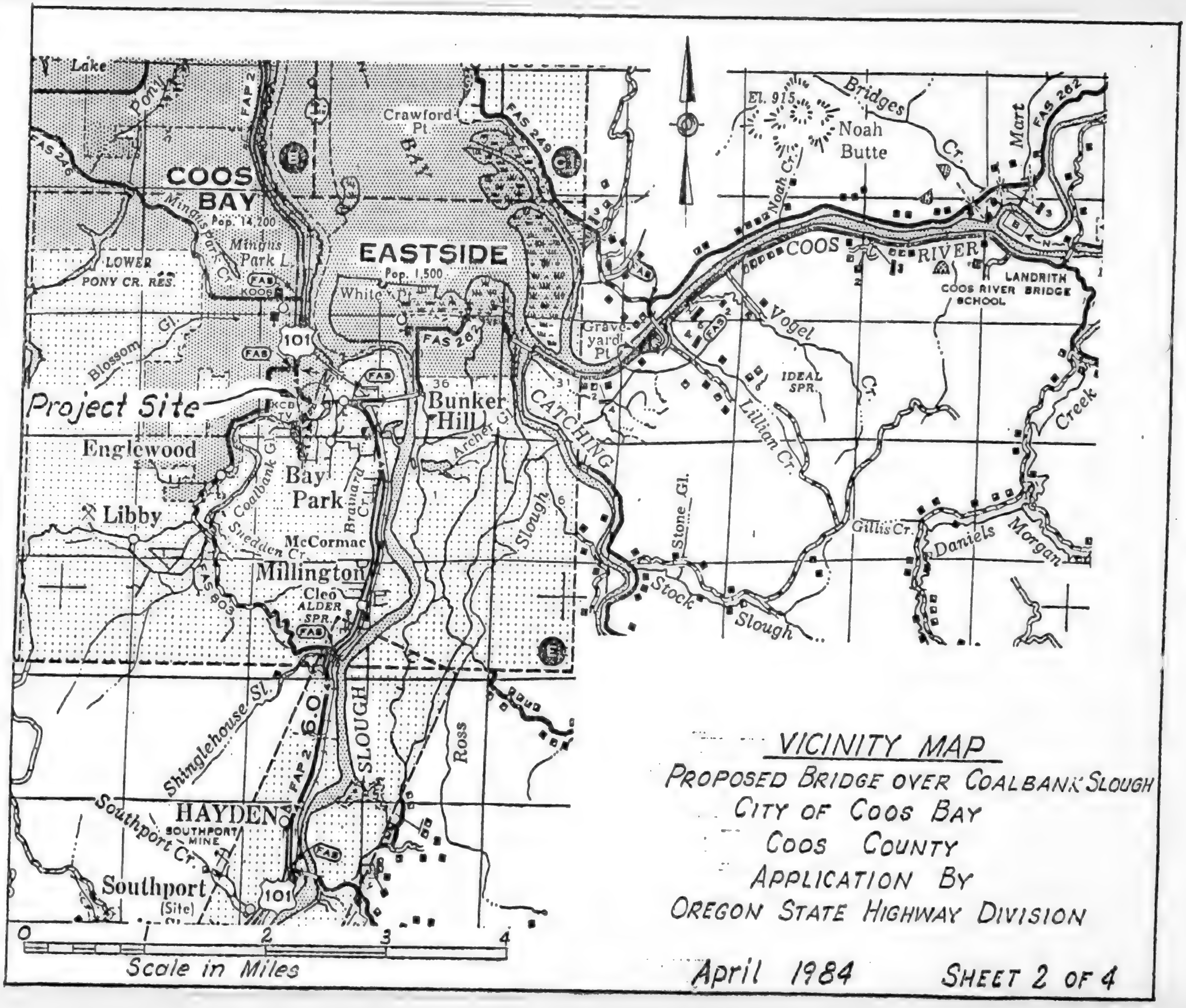
CITY OF COOS BAY

COOS COUNTY

APPLICATION BY

OREGON STATE HIGHWAY DIVISION

April 1984 SHEET 1 OF 4

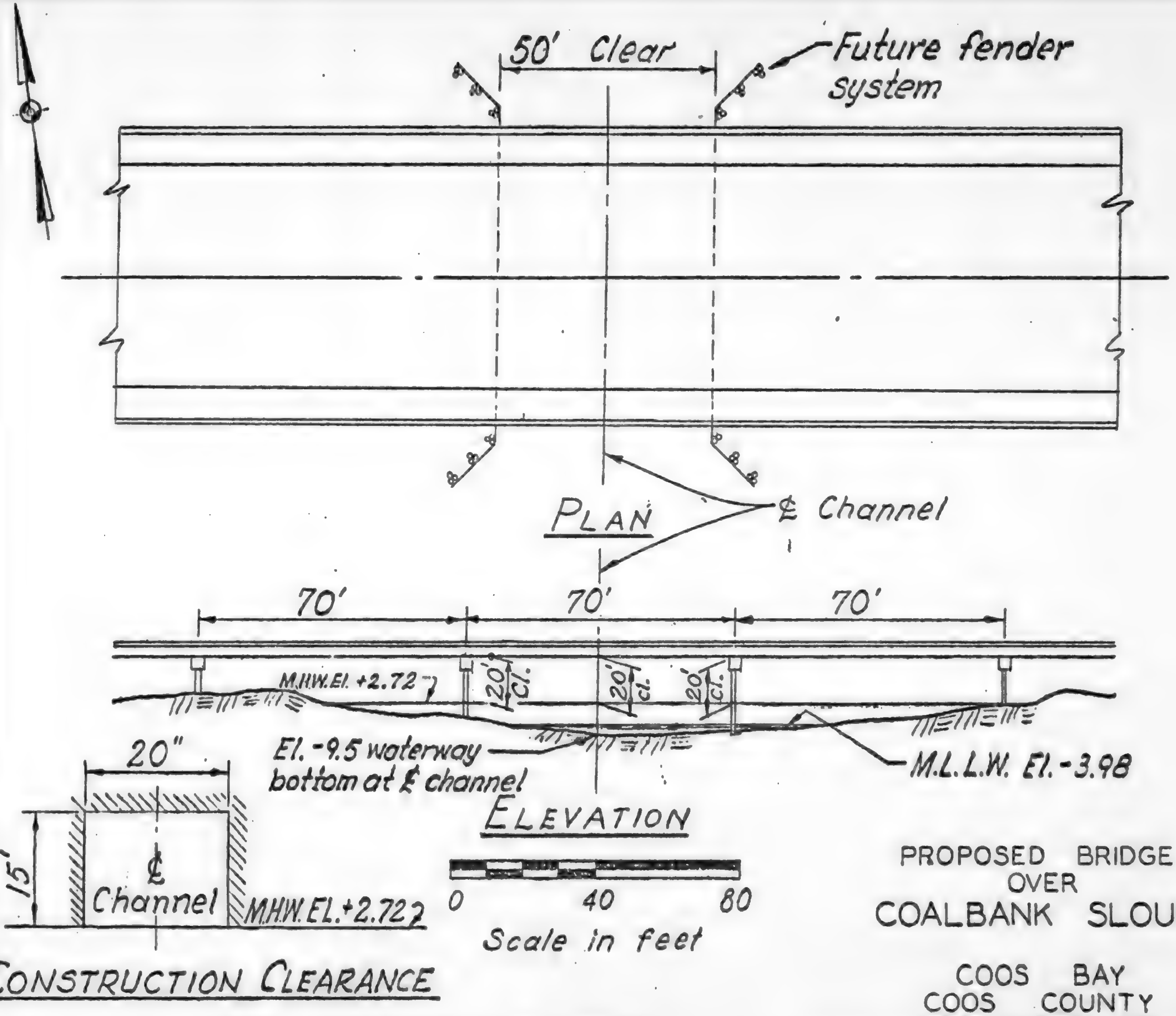

Lake
Pony
FAS 246
COOS
BAY
Pop. 14,200
Mingus Park Cr.
Mingus
Park L.
LOWER
PONY CR. RES.
FAS
KOOS
FAP 2
Crawford
Pt.
BAY
FAS 249
EASTSIDE
Pop. 1,500
White Pt.
101
FAS
FAS 262
36
Bunker
Hill
Archer Cr.
Blossom Gl.
Project Site
KCBY TV
Englewood
Bay
Park
Brainard Cr.
Coalbank Gl.
Libby
Snedden Cr.
McCormac
Millington
Cleo
ALDER
SPR.
FAS 803
Grave-
yard
Pt.
31
CATCHING
Slough
6
El. 915
Noah
Butte
Noah Cr.
Bridges
Cr.
Mart
FAS 262
COOS
RIVER
LANDRITH
COOS RIVER BRIDGE
SCHOOL
Vogel
Cr.
IDEAL
SPR.
Lillian Cr.
Creek
Stone Gl.
Gillis Cr.
Daniels
Morgan
Stock
Slough
Shinglehouse Sl.
6.0
SLOUGH
FAP 2
Ross
ROAD
HAYDEN
SOUTHPORT
MINE
Southport Cr.
Southport
(Site)
0
1
2
3
4
Scale in Miles

VICINITY MAP

PROPOSED BRIDGE OVER COALBANK SLOUGH
CITY OF COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION

April 1984

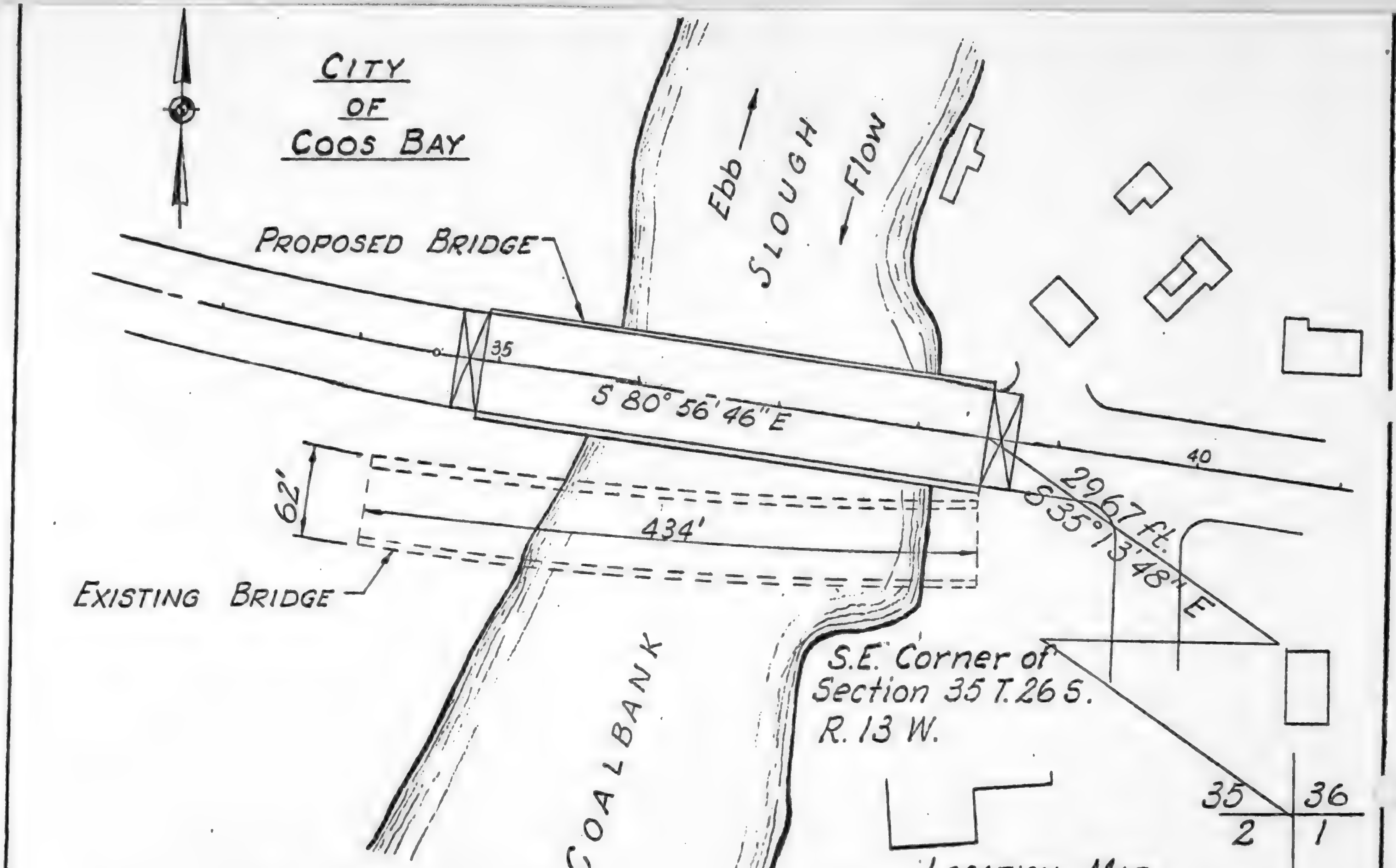
SHEET 2 OF 4


50' Clear
Future fender system
PLAN
℄ Channel
70'
70'
70'
M.H.W. El. +2.72
20' cl.
20' cl.
20' cl.
El. -9.5 waterway bottom at ℄ channel
M.L.L.W. El. -3.98
ELEVATION
0
40
80
Scale in feet
20"
15'
℄ Channel
M.H.W. EL. +2.72
CONSTRUCTION CLEARANCE

Datum: National Geodetic
Vertical Datum MSL=0.0

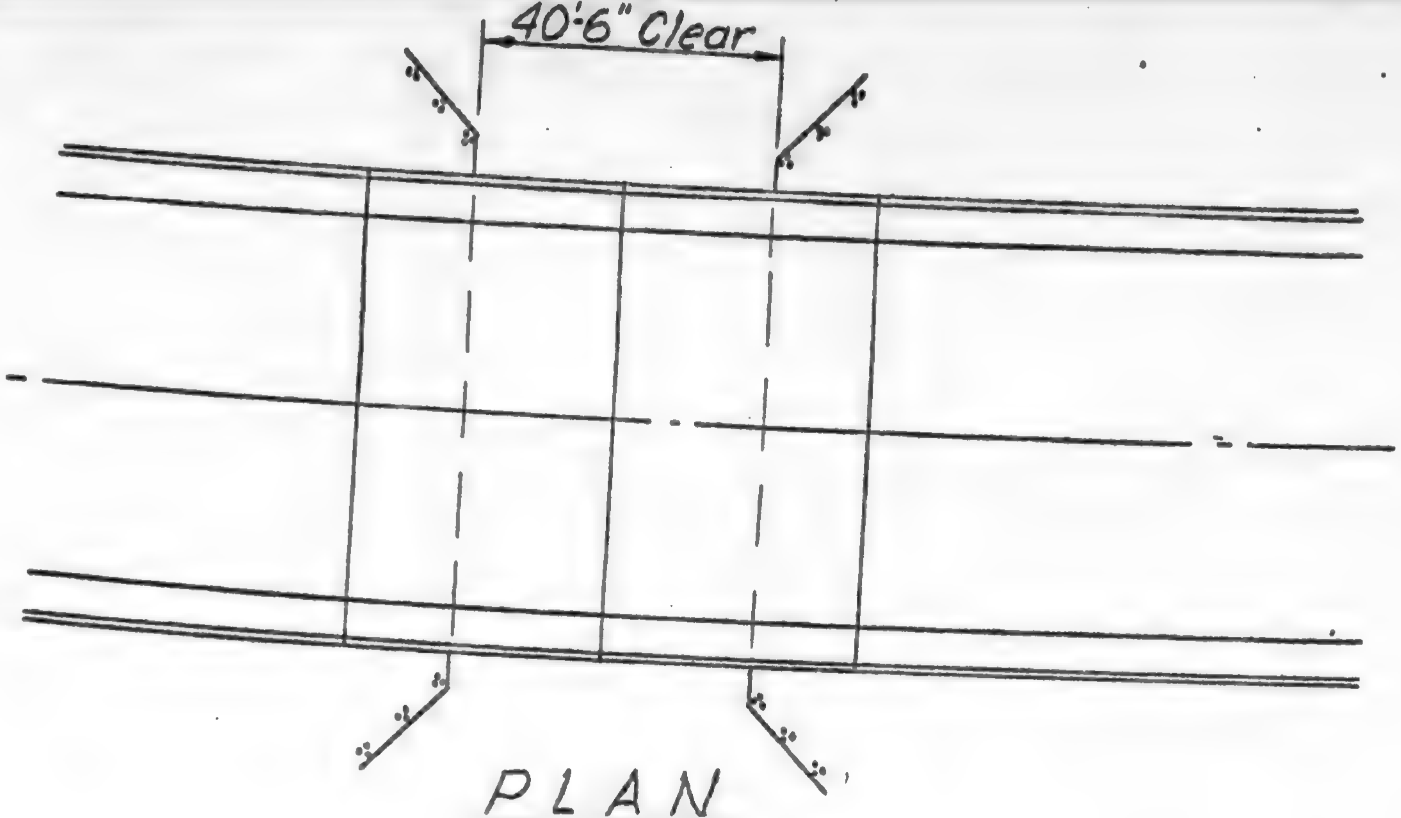
PROPOSED BRIDGE
OVER
COALBANK SLOUGH

COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
APRIL 1984 SHEET 3 OF 4

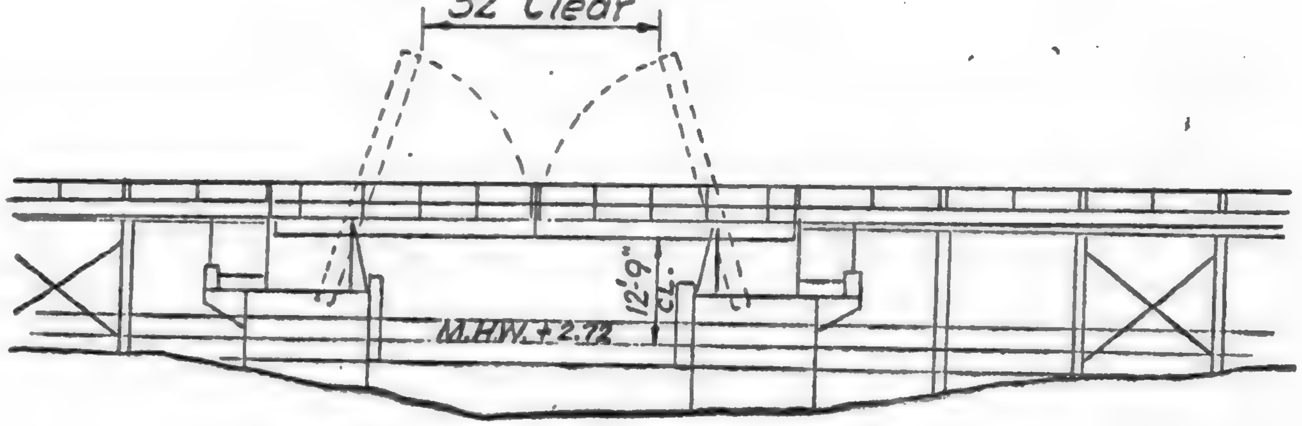

CITY OF COOS BAY
PROPOSED BRIDGE
35
S 80° 56' 46" E
Ebb
SLOUGH
Flow
40
2967 ft.
S 35° 13' 48" E
62'
434'
EXISTING BRIDGE
COALBANK
S.E. Corner of Section 35 T. 26 S. R. 13 W.
35
36
2
1
0
100
200
300
SCALE IN FEET

LOCATION MAP
PROPOSED BRIDGE OVER COALBANK SLOUGH
CITY OF COOS BAY
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION

April 1984 SHEET 4 OF 4



PLAN


32' Clear
12'-9" CL.
M.H.W. +2.72

ELEVATION

EXISTING BRIDGE OVER COALBANK SLOUGH
CITY OF COOS BAY
COOS COUNTY
OREGON STATE HIGHWAY DIVISION

April 1984 INFORMATION SHEET

[illegible] 1-1-1-7
Coalbank
Lp.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

May 8, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-172(11)
Coalbank Slough Bridge #2478A
Oregon Coast Highway, Coos Bay

Mr. Backstrand's submittal of March 20 for the Coalbank Slough Bridge preliminary plan layout has been reviewed. We feel your proposal is acceptable and recommend you proceed further with the design.

We offer the following considerations:

The poor approach substructure material needs to be carefully evaluated to prevent a possible foundation slip plane failure from the proposed surcharge.

A failure could project into bents 3 and 5 and create unforeseen stability problems.

The traffic (ADT 26,000) seem to demand a full lane and 6 foot shoulders (urban area). Perhaps the striping across the structure, where no left turns are anticipated, could be revised to provide full width traffic lanes and a reduced median width.

Please consider these items as you develop plans.

RECEIVED
STATE HWY ENGR
MAY 8 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Sincerely yours,

F.V Dale E. Wilken
Division Administrator

cc:
OSHD (J E Backstrand)
OSHD (G Potter)

Mai 14-L1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. U-F-172(11) Coalbank Sl. Lp.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. U-205

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/26/84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Coal Bank Slough Bridge

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/15/84 I approve the revised Preliminary Engineering costs to a TEC of $436,000 - Federal Funds $340,906.

(Increase TEC $52,738 - Federal Funds $40,954)

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to
3/29

14. DATE 3/26/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9

ROAD DESIGN SECTION

DES 16

Jim Gix
Region III Engineer

March 20, 1984

Donald R. Adams
Final Design Engineer

Coalbank Slough Bridge
Oregon Coast Highway
Coos County

Attached is a proposal for the required right-of-way at the Fred Meyer property.

Please review and advise if this is acceptable.

NH:ja

Attachment

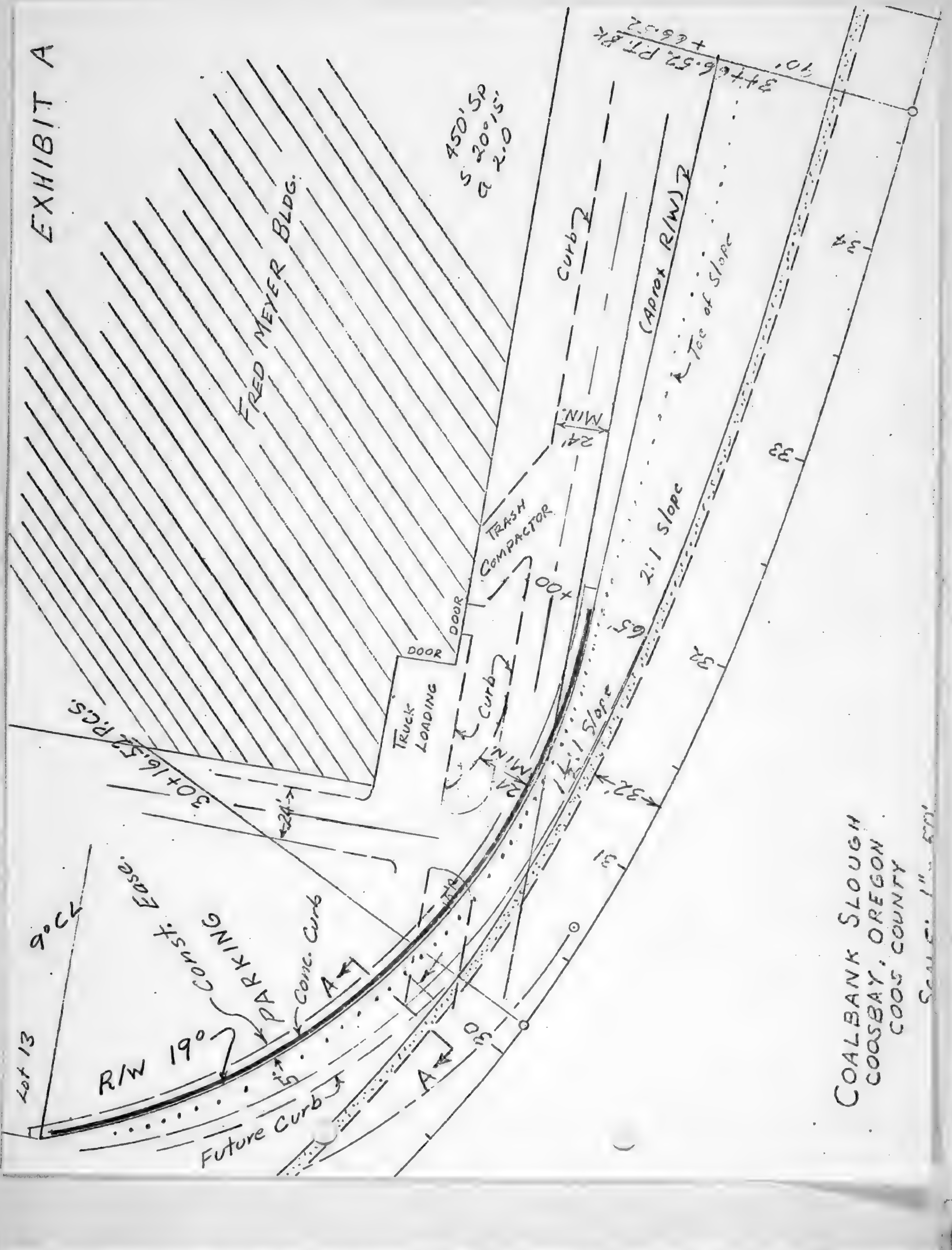
cc Frank Morrison (w/attach.)
Norm Henry "

RECEIVED
MAR 22 1984
ROAD DESIGN SECTION

___ Venteeg ___
___ Anderson ___
___ Adams ___
___ Macnab ___
___ Edwards ___
___ Terpin ___
___ Trout ___
___ [illegible] ___

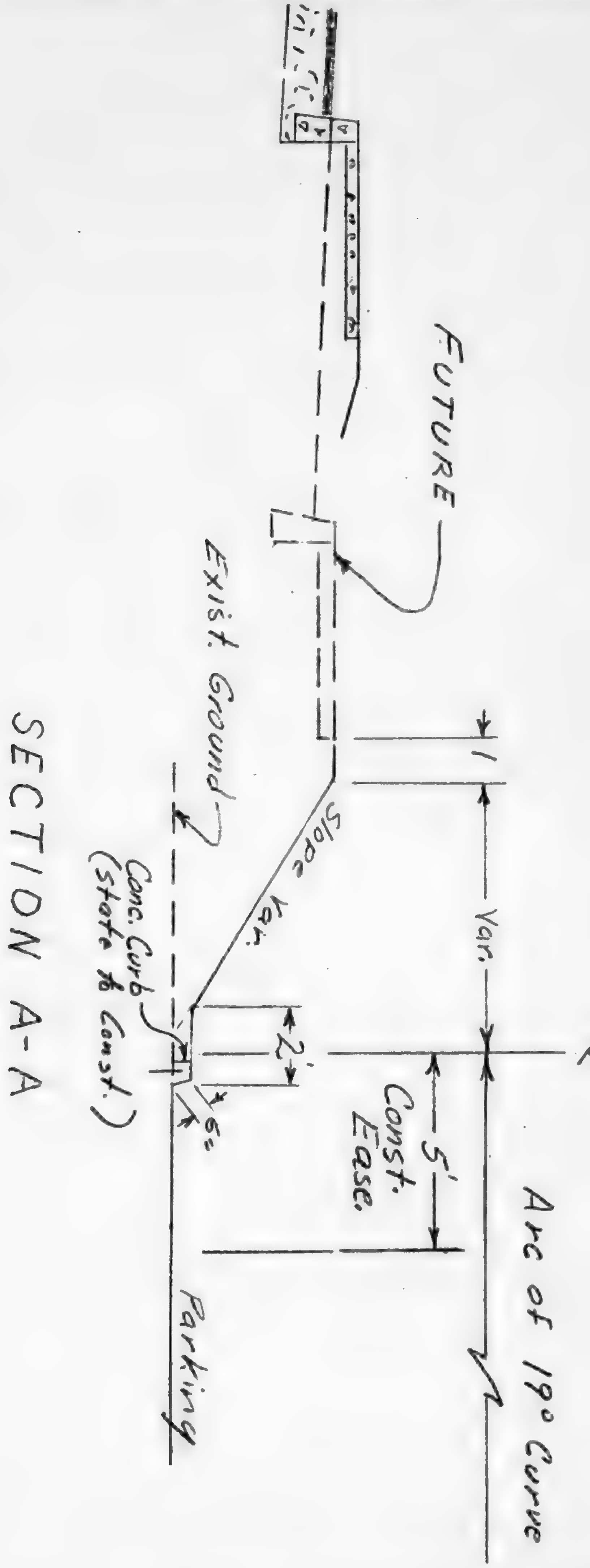
Do Not File ☐
Return To ______
Bring Up ___/___/___
Action ______

EXHIBIT A


FRED MEYER BLDG.
450' SP
S 20°15'
a 2.0
TRASH
COMPACTOR
DOOR
DOOR
TRUCK
LOADING
Curb
Curb
(Aprox R/W)
Toe of Slope
24' MIN.
24' MIN.
24'
2:1 slope
1½:1 Slope
34+66.52 P.T. Bk
+66.52
10'
34
33
32
31
30
65
00+
32'
30+16.52 P.C.S.
9° CL
Const. Ease.
PARKING
Conc. Curb
R/W 19°
5'
A
A
Lot 13
Future Curb

COALBANK SLOUGH
COOSBAY, OREGON
COOS COUNTY
SCALE: 1" = 50'

BY YLB DATE 3-12-84 SUBJECT Coalbank Slough Bridge SHEET NO. ____ OF ____
CHKD. BY ____ DATE ____ Fred Meyer Property JOB NO. ____


FUTURE
Exist. Ground
Slope Var.
1'
Var.
2'
R/W
5'
Const. Ease.
Conc. Curb (state to Const.)
6"
Parking
Arc of 19° Curve

SECTION A-A

EXHIBIT A-1

[illegible]
Coalbank
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1984

In Reply Refer to File No.
DES 23
2478A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer
ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

E. S. HUNT

RECEIVED
TECHNICAL SERVICES
MAR 21 '84
REFER TO

FOR						
Info	Invest	R/D	D/R	Sign	Act	File

SUBJECT: Coalbank Slough Bridge
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County
BR 2478A

Enclosed are five reduced prints of Drawings 39202, 38652 and 38653 which are the preliminary plan and elevation and vicinity map for this structure.

The alignment, roadway width and sidewalks are in accordance with the standards governing the project. The structure is located on the Coast Highway at the southerly edge of the downtown City of Coos Bay Business District. We have provided two 12-foot lanes in each direction, a 12-foot median and 4-foot shoulders for a total roadway width of 64 feet plus 6-foot sidewalks on each side.

The bridge will provide navigational clearances of 20-foot minimum vertical above mean high water and 50-foot minimum horizontal clearance. These are in accordance with the environmental impact statement for the project. The structure length of 362 feet is the minimum needed to span the waterway and accommodate the required fill counterbalances at each end. Because of the revised alignment for the project, the existing bridge will stay in service until the new structure is completed.

The cast-in-place concrete slab type superstructure was chosen in lieu of precast units in order to provide a stiff horizontal diaphragm to transfer transverse and longitudinal loads from the flexible interior pile bents to the more rigid spread footing bents near the ends of the structure. This type of structure is economical, aesthetically pleasing and provides a low profile to minimize approach grades and fills.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $2,158,000. We request your approval of our preliminary plan.

OMP:jrb

Enclosures

cc: ✓E. S. Hunter
Gary Potter
Don Adams /w/ 1
D. O. Christensen /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

9

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Coos County	KEY ID#
SECTION COAL BANK SLOUGH BRIDGE	REGION 3

Ore. Coast Hwy. **SURVEY AUTHORITY**	AUTHORIZATION NO. 3	PREFIX 6-1906	DATE 3-19-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 70,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 3,500
902 CITIZEN'S INVOLVEMENT		1,000	916 PHOTO-GRAMMETRY		1,500	934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		30,000	935 SOILS		15,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		30,000	920 PROGRAM MANAGEMENT		2,000	937 HYDRAULICS		3,000
906 BRIDGE DESIGN		65,000	921 SPECIFICATIONS		6,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		3,000	922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		8,000	923 ENVIRONMENTAL SECTION		123,000	950 TRAINING		2,000
910 REGION GEOLOGIST		10,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		6,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		4,000	926 FOUNDATION		28,000	980 PUBLIC HEARING		19,000
913 RIGHT-OF-WAY LIAISON		2,500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,500	932 RAILROAD & UTILITIES		300			

RIGHT-OF-WAY PREFIX	TOTALS	$ | $ 436,000
	PREVIOUS AUTHORIZATION	$ 386,622
FEDERAL AID PROJECT NUMBER UF-172(11)	ADD. AUTH. REQUIRED	$ 49,378

LOCATION ENGINEER'S REMARKS

Additional funds are required for functions 901, 918, 926, and 935. The program was accelerated requiring overtime and a second survey crew from Salem. In addition, the geological investigation required more funds then was originally estimated.

on

1 Vorterg ✓
Anderson
Adams
Thomas
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
APR 5 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Bring Up

PREPARED BY Norman S. Davis	DATE 3-19-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 3/24/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3-21-84
RECOMMENDED, LOCATION ENGINEER X	DATE 3-20-84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
Serial 038
17 January 1984

PUBLIC NOTICE NO. 84-N-01

The Commander, Thirteenth Coast Guard District, has received an application from the Southern Pacific Transportation Company, Southern Pacific Building, One Market Plaza, San Francisco, California 94105, for approval of the location and plans of a replacement railroad bridge across a navigable waterway of the United States.

WATERWAY AND LOCATION

Coalbank Slough, mile 0.1, at Coos Bay, Coos County, Oregon.

PROJECT DESCRIPTION

Southern Pacific proposes to replace a deteriorated timber and steel railroad bridge with a concrete and steel structure. The existing bridge was built in 1914 as a center-pivot swingspan bridge. The last request for an opening of the draw was in 1974. In 1980 we approved a change in the drawbridge operation regulations to provide that the bridge need not be opened for the passage of vessels but would have to be returned to operable condition within six months after notification by the Commandant of the Coast Guard. Inspection of the bridge in 1981 revealed severe deterioration and emergency repairs were approved in January 1982. The condition of the bridge has continued to worsen, and permanent corrective action must be taken.

Potential navigation on Coalbank Slough has been the subject of debate for many years. There is substantial local opposition to "closing" the slough to navigation by construction of low-level fixed bridges. In response to these concerns, Southern Pacific proposes to rebuild the railroad bridge as a "lift-out" span which can be opened, if necessary, to allow waterway traffic to pass. This design will ensure that changes in waterway use can be accommodated and will relieve Southern Pacific of the burden of having to build an expensive moveable-span bridge solely to provide for possible future navigation. While current regulations would not require that the lift-out span be opened, Southern Pacific has indicated that they would be willing to schedule an opening if they were notified 7 days in advance. We will consider, in a separate action, amending the regulations to require this type of operation.

RECEIVED
STATE HWY ENGR
JAN 23 '84
REFER TO
FOR

Info	Inves	R/D	O.R	Sign	Act	File
X						

NAVIGATION CLEARANCES

	Existing	Proposed
Horizontal	42 feet*	40 feet
Vertical	12.4 feet* at mean lower low water (closed position) 5.7 feet* at mean high water (closed position)	14.1 feet at mean lower low water (closed position) 7.4 feet at mean high water (closed position)

*Estimated

NOTE: The existing bridge is not required to open for the passage of vessels. The proposed bridge would provide unlimited vertical clearance with the lift-out span removed.

ENVIRONMENTAL CONSIDERATIONS

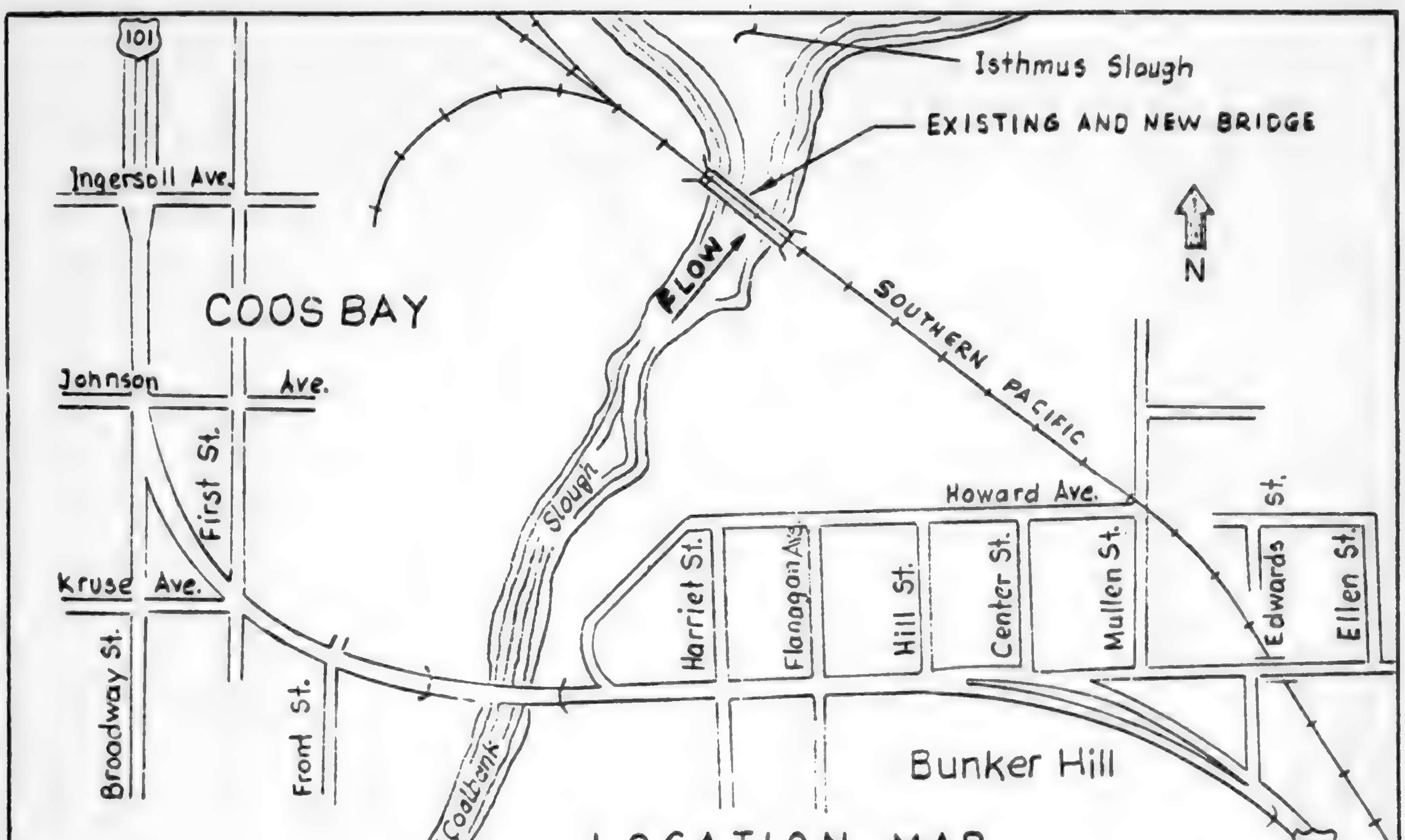
The Coast Guard is the lead federal agency for environmental processing. The proposed project qualifies as a categorical exclusion for purposes of the National Environmental Policy Act (NEPA) because it would result in the replacement of an existing bridge at the same location and on the same alignment. Environmental information about this project is available for review in the offices of the applicant and in the Aids to Navigation Branch, Thirteenth Coast Guard District, at the address shown in the upper right corner of page one. An application for water quality certification is attached to this public notice. Final action by the Coast Guard depends on approval of the project by the Oregon Department of Environmental Quality or waiver of water quality certification in accordance with current regulations. No fill is to be placed below the level of mean high water. The project would be located within the designated Oregon coastal zone and Southern Pacific has certified that the project complies with the approved Oregon coastal zone management program. Although portions of the bridge and approaches would be within the 100-year flood plain, our review indicates that the project would not result in a significant flood plain encroachment. The lowest part of the bridge would be at elevation +9.7; the 100-year flood elevation is +9. No wetlands, parkland, wildlife or waterfowl refuges, or historic sites would be affected by this project.

COMMENTS

Interested individuals, agencies, and organizations are requested to comment, in writing, on the proposed project, including the adequacy of navigation clearances and the impacts on the environment. Letters should explain the reasons for support of, or opposition to, the proposed work. Comments should be addressed to: Commander, Thirteenth Coast Guard District, Aids to Navigation Branch, 915 Second Avenue, Seattle, Washington 98174, and should be mailed to arrive on or before 16 February 1984. If you need additional information, please contact Mr. Wayne Lee or Mr. John Mikesell at (206) 442-5864 or (FTS) 399-5864.

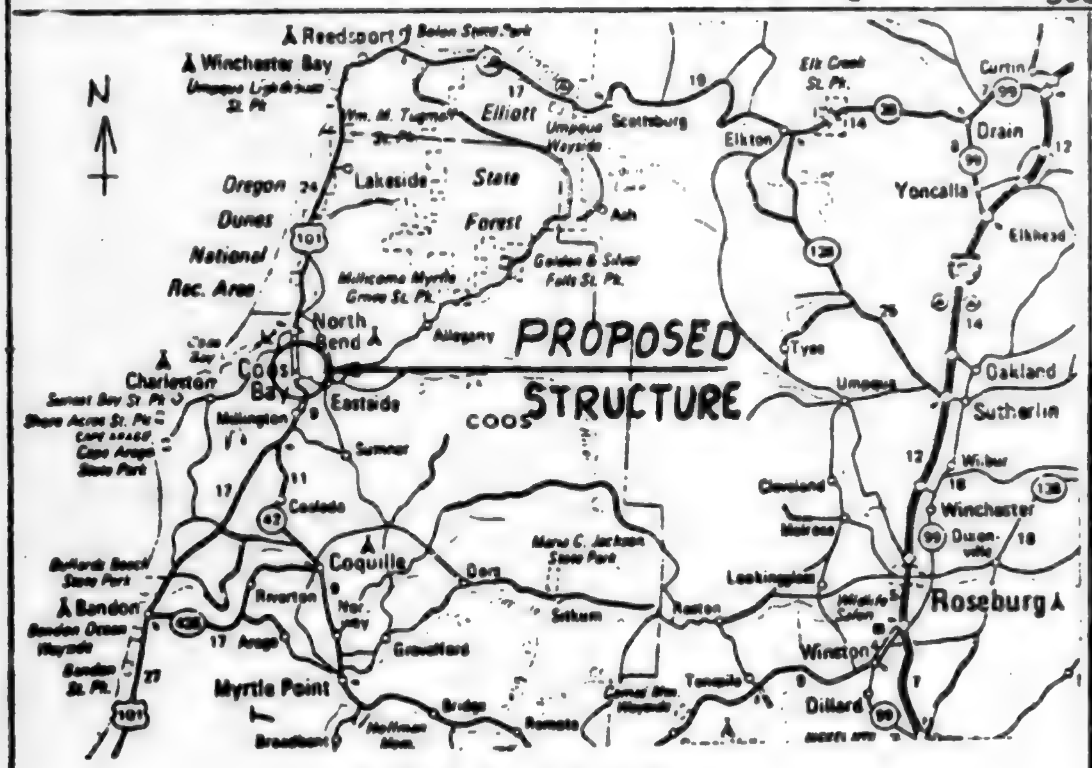
T. M. NUTTING
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Permit application drawings - 2 sheets
(2) Public notice, Oregon Department of Environmental Quality
(3) Public notice, Oregon Department of Land Conservation and Development


101
Isthmus Slough
EXISTING AND NEW BRIDGE
Ingersoll Ave.
N
COOS BAY
FLOW
SOUTHERN PACIFIC
Johnson Ave.
First St.
Coalbank Slough
Howard Ave.
St.
Kruse Ave.
Harriet St.
Flanagan Av.
Hill St.
Center St.
Mullen St.
Edwards
Ellen St.
Broadway St.
Front St.
Bunker Hill
101

LOCATION MAP

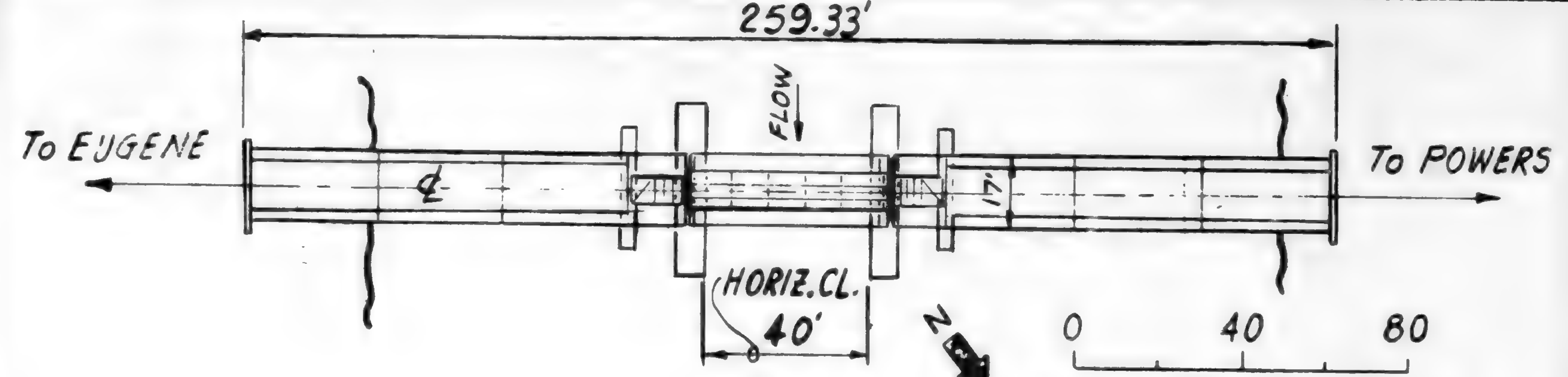
SCALE
FT. 0 500 1000


N
Reedsport
Boice State Park
Winchester Bay
Umpqua Lighthouse St. Pk.
17
10
Elk Creek St. Pk.
Curtin
99
Wm. M. Tugman St. Pk.
Elliott
Umpqua Wayside
Scottsburg
Elkton
38
114
Drain
12
Oregon Dunes National Rec. Area
24
Lakeside
State Forest
Yoncalla
Ash
Elkhead
101
Golden & Silver Falls St. Pk.
138
Millicoma Myrtle Grove St. Pk.
North Bend
Allegany
PROPOSED STRUCTURE
Tyee
14
Charleston
Coos Bay
Oakland
Sunset Bay St. Pk.
Shore Acres St. Pk.
Cape Arago
Cape Arago State Park
Millington
Eastside
COOS
Umpqua
Sutherlin
Sumner
12
Wilbur
17
11
Cleveland
Melrose
Winchester
138
42
Coquille
Bullards Beach State Park
Bandon
Bandon Ocean Wayside
Bandon St. Pk.
Riverton
Norway
Dora
Maria C. Jackson State Park
Sitkum
Looking Glass
Reston
Camas Valley
Roseburg
Dixonville
18
Arago
Gravelford
Winston
Myrtle Point
Bridge
Remote
Tenmile
Dillard
Broadbent
Hoffman Mem.
99
101

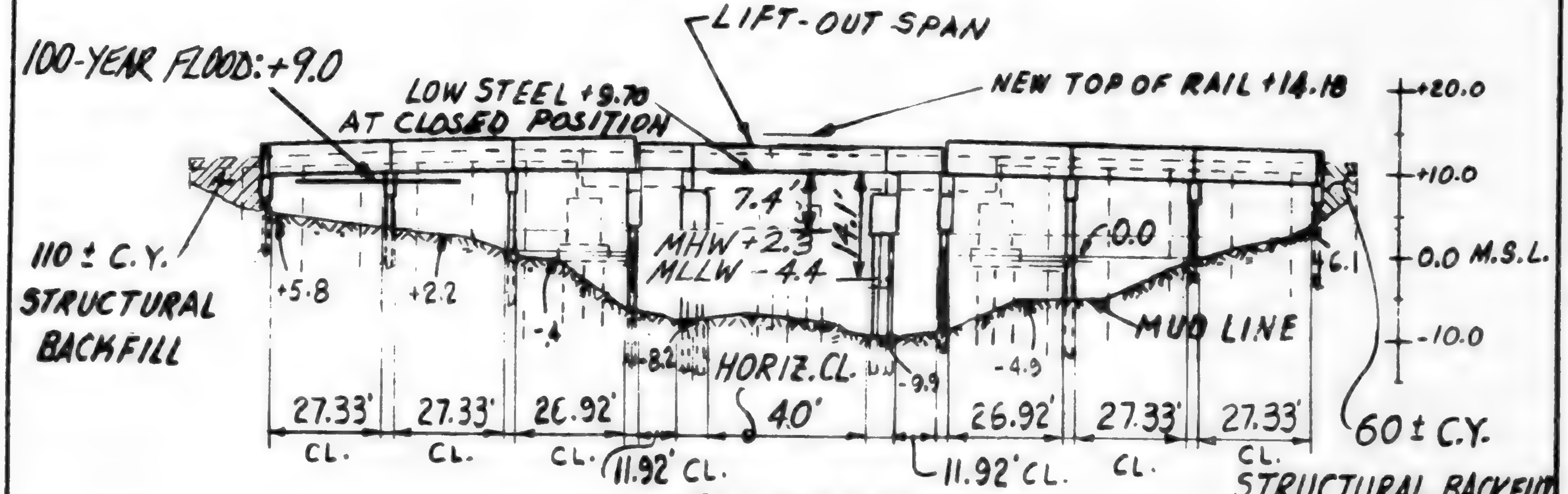
AREA MAP

SCALE: 1" APPROX. 16 MILES

BRIDGE OVER COALBANK SLOUGH
MILE 0.1, TOWN OF COOS BAY
COOS COUNTY, OREGON
SOUTHERN PACIFIC
TRANSPORTATION CO.
DEC. 23, 1983
SHEET 1 OF 2


259.33'
To EUGENE
To POWERS
FLOW
17'
HORIZ. CL.
40'
N
0
40
80
HORIZONTAL SCALE = FT.

PLAN


LIFT-OUT SPAN
100-YEAR FLOOD: +9.0
LOW STEEL +9.70
AT CLOSED POSITION
NEW TOP OF RAIL +14.18
+20.0
+10.0
0.0 M.S.L.
-10.0
7.4'
14.1'
MHW +2.3
MLLW -4.4
0.0
110 ± C.Y.
STRUCTURAL
BACKFILL
+5.8
+2.2
-4
-8.2
HORIZ. CL.
40'
-9.9
-4.9
6.1
MUD LINE
27.33'
27.33'
26.92'
26.92'
27.33'
27.33'
CL.
CL.
CL.
11.92' CL.
11.92' CL.
CL.
CL.
60 ± C.Y.
STRUCTURAL BACKFILL

ELEVATION

DOTTED LINES INDICATE EXIST.
STRUCTURE TO BE REMOVED

DATUM: M.S.L. = 0.0 - BENCH MARK "C468, 1941"
USC & GS ELEV. 21.44 N.E. CORNER OF
OREGON HWY BRIDGE OVER COALBANK
SLOUGH, IN WALK.

BRIDGE OVER COALBANK SLOUGH
MILE 0.1 , TOWN OF COOS BAY
COOS COUNTY, OREGON
SOUTHERN PACIFIC TRANSP. CO
DEC., 23, 1983 SHEET 2 OF 2

9

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: James J. Gix
Region 3 Engineer

DATE: September 19, 1983

FROM: George C. Wills
Location Field Engineer

SUBJECT: Coalbank Slough Bridge
Oregon Coast Highway
Coos County

Recent discussions have centered around the future First Street couplet envisioned by the City of Coos Bay and a proposed development by Fred Meyer, Inc. which were not compatible with our proposed highway relocation for the subject structure.

The attached map, profile and cross-section (two sets) incorporated a suggested revision in the highway alignment which may provide satisfactory function for all concerned.

The future northbound alignment proposed to First Street (violet) provides design speed of 30 mph with superelevation of .08 ft/A on the proposed 20 degree curve. Shortening the spiral from 800 feet to 450 feet on the highway centerline shifts the proposed roadway (orange) about 18 feet further away from the corner of the building proposed by Fred Meyer, Inc.

Please investigate with the City of Coos Bay and with Fred Meyer, Inc. If this plan is mutually acceptable, please advise and we will advance the project on this basis.

GCW:ge

Enclosures

cc J. H. Versteeg
F. E. Terpin

H

RECEIVED
SEP 19 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Steudemmeyer
Terpin
Trout
Wekselig

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Contains Recycled Materials

9

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC
6-1906

TO: FILES

DATE: August 29, 1983

FROM: Dennis Bagger
Dennis Bagger
Location Studies Specialist

SUBJECT: Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County

Per telephone conversation August 19, 1983 with John Christopherson, Region 3 Utility and Services Specialist, the General Telephone Company of the Northwest in Coos Bay is having problems with their manhole on Kruse Avenue near its junction with Highway 101. The specific problem with continued use of the existing manhole involves seepage of gas fumes into the manhole. The gas seepage stems from a leak in storage tanks at a nearby Exxon station which has saturated the ground in the area of the manhole.

The telephone company's request was for a copy of the State's plan for the Coalbank Slough Bridge project so they can relocate their manhole to a point where it will not interfere with the proposal.

I discussed this request with George Wills, Location Field Engineer, and Virgil Broadwater, Designer, to determine project status and the feasibility of supplying this information to the telephone company. Both stated that the project was being revised and that the revisions had not progressed to a point where a positive design had been established, particularly as it involves the Kruse Avenue-Highway intersection.

The telephone company has a six-line conduit from the manhole that goes along Kruse to 101, then along 101 under the sidewalk near the gutter line, then to an overhead line across the slough, then underground again.

Contact person at General Telephone is: Don Onion (pronounced O ni' on), P.O. Box 929, 277 LaClair Street, Coos Bay, OR 97420, telephone 269-1141.

August 23, 1983

Don Onion called this date requesting a map showing our proposal near Kruse and 101 intersection so they can plan for almost immediate relocation of their lines.

I told him we were still studying some possible revision in regards to data submitted by Fred Meyer Inc. and the City of Coos Bay.

Don requested that I set-up a meeting to review their problems, on-site, to determine if their proposal would be in conflict with our plans for the project. I refused this offer asking that they route such a request through John Christopherson, Region 3 Utility Liaison.

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August 26, 1983

John Christopherson called stating that an on-site meeting had been set for 11:00 a.m., Tuesday, August 30. John requested that I or a person from this office attend the meeting, bringing any preliminary plans that were available. The meeting will be at 10:30 a.m., August 30, in Bill Brown's office before proceeding to the telephone company office.

DB:ge

cc J. H. Versteeg
Jim Gix
J. Christopherson
pw W. E. Cole
A. L. Hansen
W. J. Hart
E. Johnsen

1 Versteeg ✓
Anderson
V Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
AUG 30 1983
ROAD DESIGN SECTION

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Bring Up ..../..../....
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PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Coalbank Slough Bridge

REGION 3

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	6-1906	7-25-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 47,622	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 3,500
902 CITIZEN'S INVOLVEMENT		1,000	916 PHOTO-GRAMMETRY		1,500	934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		25,000	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		30,000	920 PROGRAM MANAGEMENT		2,000	937 HYDRAULICS		3,000
906 BRIDGE DESIGN		65,000	921 SPECIFICA-TIONS		6,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		3,000	922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		8,000	923 ENVIRONMENTAL SECTION		120,000	950 TRAINING		2,000
910 REGION GEOLOGIST		10,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		6,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		4,000	926 FOUNDATION		20,000	980 PUBLIC HEARING		19,000
913 RIGHT-OF-WAY LIAISON		2,500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,500	932 RAILROAD & UTILITIES		300			

TOTALS	$	$ 383,622
PREVIOUS AUTHORIZATION		$ 266,700
ADD. AUTH. REQUIRED		$ 116,922

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER UF-172(11)

LOCATION ENGINEER'S REMARKS

Project approved for P.S. & E. Doc. 1-21-83

[illegible]
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wekerlig

RECEIVED
AUG 08 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

PREPARED BY Original signed by Roger E. Patitz	DATE 12-7-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8-1-83
RECOMMENDED, REGION ENGINEER Original signed by X James Gix	DATE 12-8-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-29-83
RECOMMENDED, LOCATION ENGINEER X Frank E. Perkin	DATE 7/28/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE ~~10-9-79~~ 5-5-83	

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
DES 23
16591

July 15, 1983

John E. Mikesell
Chief, Bridge Section
U. S. Coast Guard
13th Coast Guard District
915 Second Avenue
Seattle, WA 98174

NOTED
E. S. HUNTER

Coalbank Slough Bridge
Oregon Coast Highway 101
Coos County
BR 16591

We have reviewed the status of project development for replacement of the Coalbank Slough Bridge on the Oregon Coast Highway. This is the information requested in your letter of June 17, 1983. The following is our project timetable for completion of design and construction for this bridge replacement project:

Current Status - The field survey work has been completed, and the project is in the initial stages of design in the Salem Office.

October 1983 - Preliminary design completed. Application for Coast Guard Permit submitted.

October 1984 - Complete acquisition of right of way and advertise project for bids.

January 1986 - Complete structure and open to traffic.

March 1986 - Complete removal of existing structure.

This schedule is tentative and would be subject to change principally contingent upon completion of acquisition of right of way. If there is any additional information you require, please feel free to contact us.

RECEIVED
TECHNICAL SERVICES
JUL 18 '83
REFER TO
FOR
File
Act
Sign
D/R
R/C
Invest
Info

Walter J. Hart, P.E.
Bridge Engineer

WJH:jrb
bc: E. S. Hunter   Region II
Gary Potter

Form 734-3122

Mai 14-1-1
Coalbank
Sl.
S.P.

STATE OF OREGON INTEROFFICE MEMO

TO: Jim Gix
Region III Engineer

DATE: June 22, 1983 DES 23
2478C

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Coast Guard Permit
Coalbank Slough Bridge
BR 2478C

In your letter of June 16 to Mr. Sollis on the subject structure, you urged that the Coast Guard Permit for the new structure be applied for as soon as possible. The Coast Guard will not accept an application for a navigational permit for this structure based on preliminary information. We cannot determine the overall length of the structure or the individual span lengths until we receive the vicinity map. There is also a question of embankment stability and possible counterbalance at the bridge ends. This information will also have to be shown on the Coast Guard Permit drawings before they will take any action.

WJH:jrb

cc: H. S. Coulter
E. S. Hunter
Frank Terpin

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 22 '83
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒						☒

Contains Recycled Materials
81-125-1387

SP*75683-1

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Jack Sollis
Chief Counsel

DATE: June 16, 1983

FROM: ORIGINAL SIGNED BY JAMES J. GIX
JAMES J. GIX
Region Engineer

SUBJECT: Coalbank Slough Bridge

Earlier this week I received a telephone call from Mr. Karl Elfving of Coos Bay. Mr. Elfving owns property up the Coalbank Slough and has been crusading for the last 30 years for improvements in our bridge and navigational interest on Coalbank Slough.

His question related to what our plans were for the Coalbank Slough structure. I read the perferred alternative from our Final Environmental Impact Statement to him and asked if he had a copy of that statement. He assured me he did have a Final EIS but he didn't think we had decided on a fixed span as yet. I informed him that we were proceeding with preliminary engineering for a project as outlined in the EIS.

He informed me that although he had never sued anybody, he would have to definitely take steps if we proceed with a fixed span. I think we should be prepared to investigate the legal ramifications of a fixed span bridge over a navigable waterway.

The Coast Guard does issue permits to build structures but they do not have the authority to change the navigation status on the waterway.

It is Karl's contention that only the Congress can change this status and that because of that, our licenses from the Coast Guard on Pony Slough and other streams in the Coos Bay area are not valid because they, in effect, alter the navigation capabilities of the waterway.

I have been urging the Bridge Engineer to make application for our license on Coalbank Slough since I think this will bring the matter to a head.

If a hearing is necessary and legal action is taken after the hearing, it could delay the construction of the bridge beyond our capability to maintain the existing structure.

jjg/cw

cc W. E. Schwartz
H. S. Coulter
F. E. Terpin
B. E. Brown

6-20-83
cc Walt Hart

ESH.

RECEIVED
STATE HWY ENGR
JUN 20 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

GENERAL FILES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 14, 1983

In Reply Refer to
File No
LOC 17

Mr. Karl Elfving
901 Southwest Blvd.
Coos Bay, OR 97420

Coalbank Slough Bridge (Coos Bay) Section
Oregon Coast Highway, Coos County

Our Location Engineer, Frank Terpin, sent me a copy of his June 9 letter to you regarding this subject. I understand he has given you the information you need.

H. S. Coulter
State Highway Engineer

HSC:ia

cc Frank Terpin

bc E. S. Hunter
J. J. Gix

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.
LOC 17
6-1906

RECEIVED
STATE HWY ENGR
JUN 10 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

June 9, 1983

Mr. Karl Elfving
901 Southwest Blvd.
Coos Bay, OR 97420

Coalbank Slough Bridge (Coos Bay) Section
Oregon Coast Highway
Coos County

This letter is in response to your telephone conversation with me on April 15, 1983. In that call you requested several items as listed below:

1. You requested that Mr. Scott Coulter call you and arrange for an on-site meeting. Mr. Coulter was notified of your request.

2. You requested preliminary plans for the Waldport Bridge. Enclosed you will find a copy of the Draft Environmental Impact Statement for the Alsea Bay Bridge, Waldport, Oregon. The data contained in this document is the only preliminary plan that has been developed to date. You will find mention of the proposed navigational clearance on page 19 (hi-lighted in yellow).

3. Your requested to be placed on a mailing list of bridge replacement projects. Your name has been placed on an "interested parties" mailing list for all bridge replacement projects which require a Coast Guard permit. The notification of bridges requiring Coast Guard permit will cover all bridges over a navigable waterway.

4. You requested that the existing Coalbank Slough Bridge be opened by July 10, 1983. I have passed this request on to our District Maintenance Supervisor, Bill Brown in Coos Bay, for his consideration.

5. You requested copies of correspondence with the railroad, Coast Guard and Corps of Engineers concerning Coalbank Slough since 1980. The following correspondence is enclosed:

Form 734-3122

a. Letter to R. F. Malm, Captain 13th Coast Guard District, dated June 16, 1980.

b. Letter to Gary A. Potter, Highway Division, dated July 22, 1980.

c. Letter to All Interested Federal Agencies, dated November 19, 1980.

d. Letter to Gary A. Potter, Highway Division, dated December 31, 1980.

e. Letter to Gary A. Potter, Highway Division, dated January 2, 1981.

f. Letter to J. H. Holmead, Commander 13th Coast Guard District, dated August 5, 1982.

g. Letter to John E. Mikesell, Commander 13th Coast Guard District, dated August 23, 1982.

6. Attached is the copy of Milan Krukar's Socioeconomic Research Report which you requested.

I believe that the above fulfills your request.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, P.E., P.L.S.
Location Engineer

FET/PVL:ge
Enclosures

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
J. J. Gix
W. J. Hart
B. E. Brown
C. Gilmour

BL 6/13 —

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17/6-1906

TO: H. S. Coulter
State Highway Engineer

DATE: May 5, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

NOTED
H. S. COULTER

SUBJECT: Coalbank Slough Bridge
Oregon Coast Highway
Coos County

The following information is offered for your use in contacting Mr. Carl Elfving:

Corridor/Design Hearing Date Held	Feb. 4, 1981
Hearing Study Report Approved	Aug. 26, 1981
Design Approval Requested	Sept. 21, 1982
Design Approval Received	Jan. 21, 1983
Field Survey Completion Anticipated	June 4, 1983

The Coast Guard recommended in a letter of July 22, 1980 that vertical clearance at mean high water be at least 20 feet, and horizontal clearance by letter of January 22, 1976 be 42 feet.

After the field survey is in Salem, anticipate one month to design right-of-way requirements and four months to write the right-of-way descriptions.

Acquire right-of-way in 18 months.
Earliest bid opening - spring 1985.

FET:ge

cc E. S. Hunter
J. H. Versteeg
J. J. Gix

c/ [illegible]
5-6-83

RECEIVED
STATE HWY ENGR
MAY 6 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17/PUB 7
6-1906

TO: H. S. Coulter
State Highway Engineer

DATE: April 22, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

NOTED
H. S. COULTER

SUBJECT: Telephone Conversation with Carl Elfving re:
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County

On Friday, April 15, 1983, I had a lengthy telephone conversation with Mr. Elfving concerning the subject section. Refer to my memo of April 21, 1983.

He requested that you contact him to establish a date for you to meet with him in Coos Bay. I informed him that I would pass his request along to you. His phone number is 267-3963.

FET:ge

What is status
of hearings, etc for
Coalbank Slough Bridge?

RECEIVED
STATE HWY ENGR
APR 22 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
HUNTER

[illegible] 5-5-83 [illegible]

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UF-172(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. U-205

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/5/83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Coalbank Slough Bridge

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change
  See below

13. REMARKS

As requested in Mr. Swan's letter of 4/29/83 I approve the revised Preliminary Engineering Costs to a TEC of $383,622 Federal Funds $299,952.

(Increase TEC $116,922 Federal Funds $91,515)

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 5/16

14. DATE 5/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

10,158

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
GENERAL FILES
LOC 17/PUB 7
6-1906

TO: FILES

DATE: April 21, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Telephone Conversation with Carl Elfving re:
Coalbank Slough Bridge (Coos Bay) Section
Oregon Coast Highway
Coos County

RECEIVED
TECHNICAL SERVICES
APR 21 '83
REFER TO
FOR
File
Act
Sign
O/R
R/D
Inves
Info

On Friday, April 15, 1983, the writer had a lengthy converation with Mr. Elfving concerning the subject section.

Much of the conversation was involved with Mr. Elfving reviling public officials, both Highway Division and locals, for their parts, he alleges, in closing the Coos Bay area to future commercial marine development by their actions of permitting such projects as the Coalbank Slough Bridge replacement to take place.

The following is a listing of actions and information that he is requesting:

1. He requests that Mr. Scott Coulter, Highway Engineer, contact him with the purpose of setting up a date for them to meet in Coos Bay.

2. He requests that the Coalbank Slough Bridge opening mechanism be repaired, permitting the bridge to be opened, by July 10, 1983. (Apparently he has made this request before at the local level without receiving satisfaction.)

3. He asked to be placed on an interested-party mailing list to be notified of any bridge replacements being considered.

4. He requests that he be provided preliminary plans of the bridge being considered for replacement of the Alsea Bay Bridge showing the vertical waterway clearance proposed.

5. He requested that he be given a copy of the report prepared by economist Milan Krukar of the Environmental Section.

6. He requests copies of correspondence, since 1980, concerning the Coalbank Slough Bridge project, with the railroad, coast guard and the Corps of Engineers, be provided him. I will be contacting those persons that may have such correspondence to supply copies.

He informed me that he is requesting a federal investigation of the matter. Who will conduct the investigation or when was not determined.

He also indicated that if he failed to gain satisfaction from this course of action, he would be forced to resort to legal action to get it.

FET:ge

cc H. S. Coulter
E. S. Hunter
J. H. Versteeg
J. J. Gix
W. J. Hart
B. E. Brown
Cam Gilmour

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: UF-172(11)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Coos

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: U-205

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copies to
Olives
Lewellyn
Trout
Region 3
J Sypes

7. DATE AUTHORIZATION EFFECTIVE: 1/21/83

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:
Coalbank Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK:
PS&E preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $15,000 F.F $11,700
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 8/28/81. Record of Decision on FEIS issued 1/21/83.

1 [illegible]
5 Anderson
3 Adams
2 [illegible] MS
Sullivan
Turpin
6 [illegible]
4 [illegible]

RECEIVED
ROAD DESIGN SECTION

14. DATE: 1/21/83

15. SIGNATURE OF APPROVING OFFICIAL:

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

MAI 14-1-1
Coalbank
Sl.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

U-F-172(11)

In Reply Refer to
File No.:

ENV 3

November 24, 1982

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for Coalbank Slough Bridge in Coos County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Federal Highway Administration, The Equitable Center, Suite 100, 530 Center Street NE, Salem, OR 97301. This office would appreciate a copy of your comments.

Very truly yours,

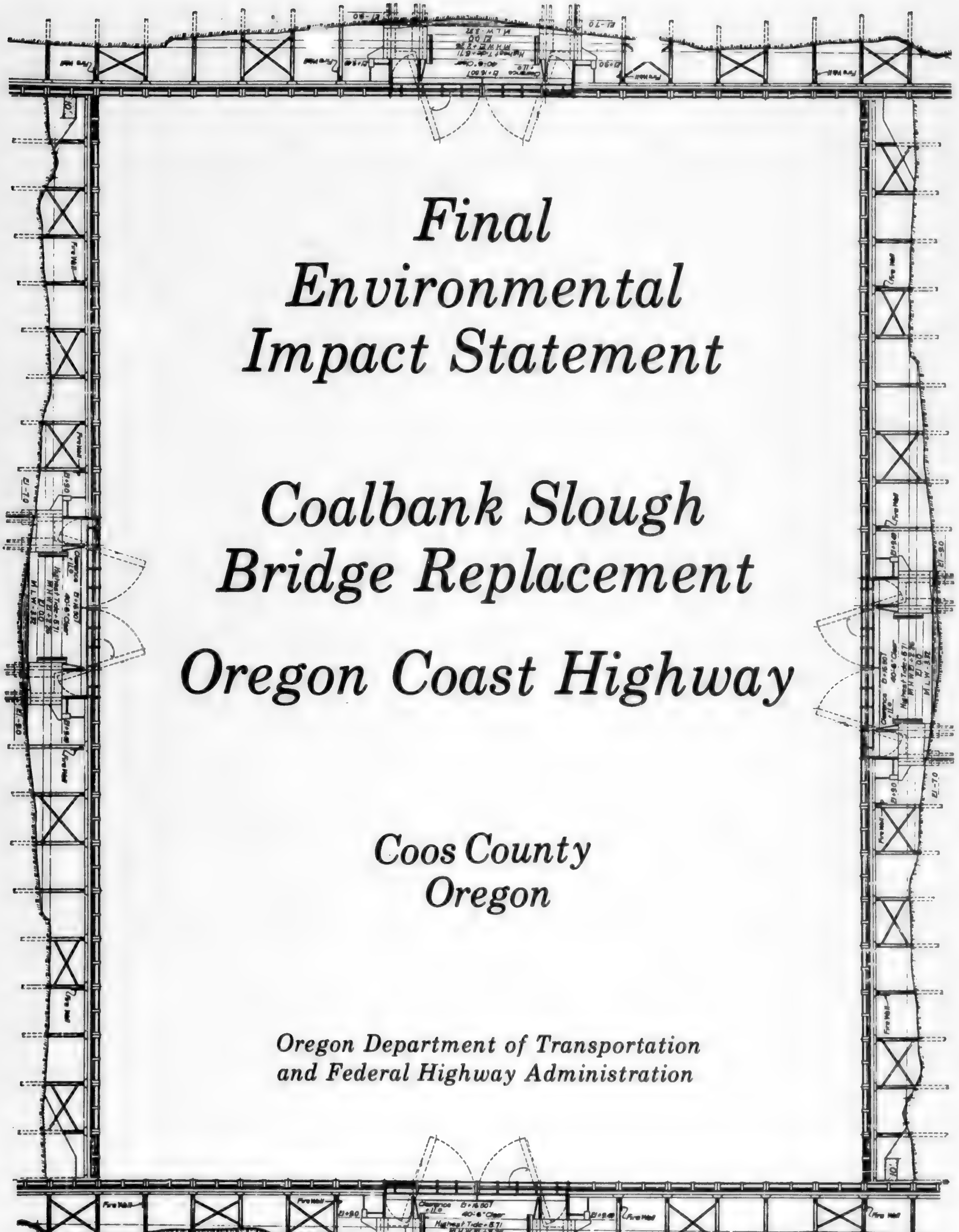
Gary A. Potter

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:lb

Enclosure

Form 734-3122


Fire Wall
El +9.0
Clearance El +16.80'
+11.0
40'-6" Clear
Highest Tide +8.71
M H W El +5.26
El 0.0
M L W -3.72
El -7.0
El -9.0

Final Environmental Impact Statement

Coalbank Slough Bridge Replacement

Oregon Coast Highway

Coos County
Oregon

Oregon Department of Transportation
and Federal Highway Administration

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

U-F-172(11)

FHWA-OR-EIS-80-05-F

OREGON COAST HIGHWAY
COALBANK SLOUGH BRIDGE REPLACEMENT

City of Coos Bay
Coos County, Oregon

FINAL ENVIRONMENTAL IMPACT STATEMENT

U.S. Department of Transportation
Federal Highway Administration
and
Oregon Department of Transportation

This action complies with Executive Order 11990, Protection of Wetlands

October 20, 1982
Date

Federal Highway Administration Official

9-20-82
Date

ES Hunter
E. S. Hunter, Assistant State Highway Engineer

The following persons may be contacted for additional information conce[illegible] this document:

Dale Wilken
Division Administrator
Federal Highway Administration
530 Center Street, N.E.
Salem, OR 97301
(503) 378-3832

Gary A. Potter
Manager
Oregon State Highway Division
412 Transportation Building
Salem, OR 97310
(503) 378-8486

Abstract: The existing highway bridge across Coalbank Slough is proposed for replacement due to its deteriorated condition. Six alternatives were evaluated in the Draft Environmental Impact Statement, including the no-build, fixed spans, and bascule spans. After a public hearing was held and public and agency comments were reviewed, Alternative 4 was selected as the preferred alternative. It is an intermediate-level fixed span bridge providing 20 feet of vertical clearance at mean high water. This alternative will provide for the reasonable needs of navigation without disrupting road traffic. Alternative 4 will result in minimal environmental impacts, will be relatively low in cost, and will be compatible with the Estuary Plan.

OREGON COAST HIGHWAY
COALBANK SLOUGH BRIDGE REPLACEMENT
City of Coos Bay
Coos County, Oregon

FINAL ENVIRONMENTAL IMPACT STATEMENT

U.S. Department of Transportation Federal Highway Administration
and
Oregon Department of Transportation

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SUMMARY

1. Project Description:

This project proposes to replace the existing deteriorated highway bridge across Coalbank Slough with a new, safer structure. The existing bridge has four travel lanes plus a median, shoulders, and sidewalks. It is located along the Oregon Coast Highway (Route 101) at M.P. 239.22, at the southern boundary of the City of Coos Bay in Coos County, Oregon. With most alternatives considered, there would be a slight change in alignment between Ingersoll Avenue and Edwards Street.

2. Alternatives Considered:

Five build alternatives and the No-Build Alternative were considered. Alternative 1 would be a low-level bascule bridge (vertical clearance of 13 feet at M.H.W.) on the site of the existing bridge; a temporary bridge would be built slightly north of the existing for a detour. Alternative 2 would be a low-level bascule bridge (13-foot clearance) located just to the north of the existing bridge; a temporary bridge would not be required. Alternative 2A would be a low-level fixed span with vertical clearance of 13 feet (at M.H.W.) located just to the north of the existing bridge (on the same alignment as Alternative 2). Alternative 3 would be high-level fixed span with a vertical clearance of 35 feet, located about 170 feet north of the existing bridge. Alternative 4 would be an intermediate-level fixed span with a vertical clearance of 20 feet, located along the same alignment as Alternatives 2 and 2A. The existing bridge would be retained with Alternative 5, the No-Build Alternative; it is a deteriorated bascule bridge that can no longer be opened and may require frequent repairs and even weight limits in the future. Alternative 4 has been selected as the preferred alternative.

3. Summary of Environmental Impacts:

Construction of any of the build alternatives would result in some initial devegetation (1<2&2A&4<3), fill (1<2&2A<4<3), noise, and air pollutant emissions. They would also use construction materials and energy (2A<4<2<1<3). Turbidity from erosion and pier placement and removal operations may affect water quality and disturb aquatic organisms. Alternative 1 would have involved the placement and removal of a temporary bridge as well. The build alternatives would displace a small amount of wetlands (1<2&2A&4<3) and a small portion of the floodplain (1<2&2A&4<3). With the revegetation of

---

*The symbol "<" means "has less than" and the symbol ">" means "has more than".

the fill slopes, there would be a net increase in habitat area (3>1&2&2A&4). The wetland areas filled under Alternative 4 will be replaced by creating new salt marsh wetlands on the existing bridge site. The alignments of some of the build alternatives would displace three to nine businesses (2&2A&4<3) and two to six residences (2&2A&4<3). With all of the alternatives, some buildings would be exposed to noise levels in the future above design noise levels (1&5<2&2A&4<3). Build alternatives would result in increased paved surface area and thus runoff amounts (1<2&2A&4<3). The higher and more northerly alternatives would have greater visual impacts (1<2&2A<4<3). The build alternatives would provide a stronger and safer bridge. The bascule bridges would disrupt road traffic when opened. The bascule bridges, when open, and the higher fixed span (35') would least constrain boat passage. Freer conditions for navigation could encourage water-related development along the slough in areas designated in the Estuary Management Plan. The build alternatives would result in slightly more roadway traffic in future years than expected with the No-Build Alternative. A new bridge would provide satisfactory traffic service for at least 20 years. Air pollution emissions would decrease in future years with all alternatives as a result of federal vehicle emission controls.

4. Areas of Controversy:

The main area of controversy involves the type and height of bridge that should be constructed and its relationship to navigation in and development of the slough. The low-level fixed span would cost the least and would not disrupt roadway traffic. However, it could be controversial since navigation would be restricted to smaller boats. The bascule bridges would allow larger boats access upstream, but would disrupt road traffic. A very high level fixed span was initially studied (Alternative D). It would have allowed unimpeded water and road traffic, but it would have been much more costly and would have resulted in many adverse environmental impacts. Individuals on both sides, those wanting a low-level bridge in order to restrict slough development and those wanting a high bridge to encourage marina development, testified at the public hearing.

There are other factors, besides the clearance of the highway bridge, that limit the types of boats that can use the slough. For example, the railroad bridge located downstream from the highway bridge is a swing span with only a one-foot clearance at M.H.W. when closed. There has been concern over the development of the slough because of the environmental impacts that would result. It has been recommended that development of other areas in the Coos Bay estuary would be more appropriate. The controversy over development of the slough may be resolved with the adoption of the Estuary Plan being coordinated by the Coos-Curry Council of Governments.

5. Other Resulting Federal Actions:

A bridge permit would be required from the U.S. Coast Guard and a Section 404 permit would be required from the U.S. Army Corps of Engineers.

PROJECT LOCATION, PURPOSE, AND NEED

The proposed project is the replacement of the bridge on the Oregon Coast Highway over Coalbank Slough. This section of the Environmental Impact Statement describes the location and setting of the project, the existing facility, the need and purpose for it, its relationship to other projects, and the history of the bridge.

Project Location

The project area is located in Coos County, Oregon, as shown in Figure 1. The Oregon Coast Highway, Route 101, is the major north-south roadway along the coast, connecting Washington and California. Coalbank Slough is a tidal inlet off of Isthmus Slough, which connects with Coos Bay. The Coalbank Slough Bridge is located on the southeast boundary of the city of Coos Bay at mile point 239.22 on the Oregon Coast Highway; (see Figure 2).

Existing Facility

The present bridge over Coalbank Slough was constructed as a double-leaf bascule drawspan that could allow access upstream. It has wood pile approach trestles with timber beams and a concrete deck. A steel drawspan with timber decking is supported on concrete piers, and there are timber fenders for pier protection. Figure 3 has a photo of the bridge looking upstream. The bridge was constructed during 1940 and 1941 and traffic first passed over it in September 1941. The drawspan mechanism has deteriorated over time and is no longer operable. Additional structural materials have been added to support the lift span so that vehicles can safely go over the bridge.

The roadway over the bridge has four 10-foot travel lanes, a 4-foot median, 3-foot shoulders, and 5-foot sidewalks. This is the busiest portion of Highway 101. As shown in Table 1, the bridge carries an average of 31,650 vehicles per day*. Traffic volumes can reach 40,000 vehicles per day in the summer months.** An average of 1,900 trucks use the bridge each day. There is no real alternative route for the north-south traffic along U.S. Route 101, so the bridge has to be strong enough to withstand the heavy loads from trucks. The width of the lanes is also somewhat narrow for trucks.

---

*Estimate for 1980.

**Vehicles/day in the summer can be 140% of the ADT.

TABLE 1
TRAFFIC PROJECTIONS

			No-Build		Build	
		1980	1984	2000	1984	2000
Average Day	Vehicles	31,650	33,100	39,000	33,700	42,000
	Trucks	1,900	1,986	2,340	2,022	2,520
	Speed	30	30	30	30	30
Peak Truck Hour	Vehicles	2,170	2,270	2,670	2,310	2,880
	Trucks	157	164	193	167	208
	Speed	30	30	30	30	30
	Level of Service	C		D-E		D

Need and Purpose

Numerous repairs have been made to the bridge so it can withstand the traffic loads. Due to its deteriorated condition, the State of Oregon requested and the Coast Guard ruled that "the draw need not open for the passage of vessels and the machinery for the draw need not be maintained in operable condition; however, the draw shall be returned to operate condition by the owner of the bridge (the State) within six months after notification by the Commandant, U.S. Coast Guard, to take such action."* The cost of restoration of the drawspan to an operable condition would be almost as much as a new structure. Because of this and the potential that other parts of the structure will need repair in the near future, replacement of the bridge is proposed.

A new bridge would not have the problems associated with the present deteriorated bridge, thus providing better traffic safety. Frequent repair work, truck load limits, and other measures would not be required with a new bridge. Waterborne transportation would also be aided. A new bascule bridge would be able to open its drawspans quickly to allow boats access upstream without any vertical clearance restrictions. A fixed span bridge would allow marine traffic to pass without the blocking of highway traffic. A low level fixed span would allow access by paddle and small motor boats; a high level fixed span would, in addition, allow access by boats with higher vertical clearance requirements.

---

*This regulation was effective as of September, 1974.

FIGURE 1
PROJECT'S LOCATION IN OREGON

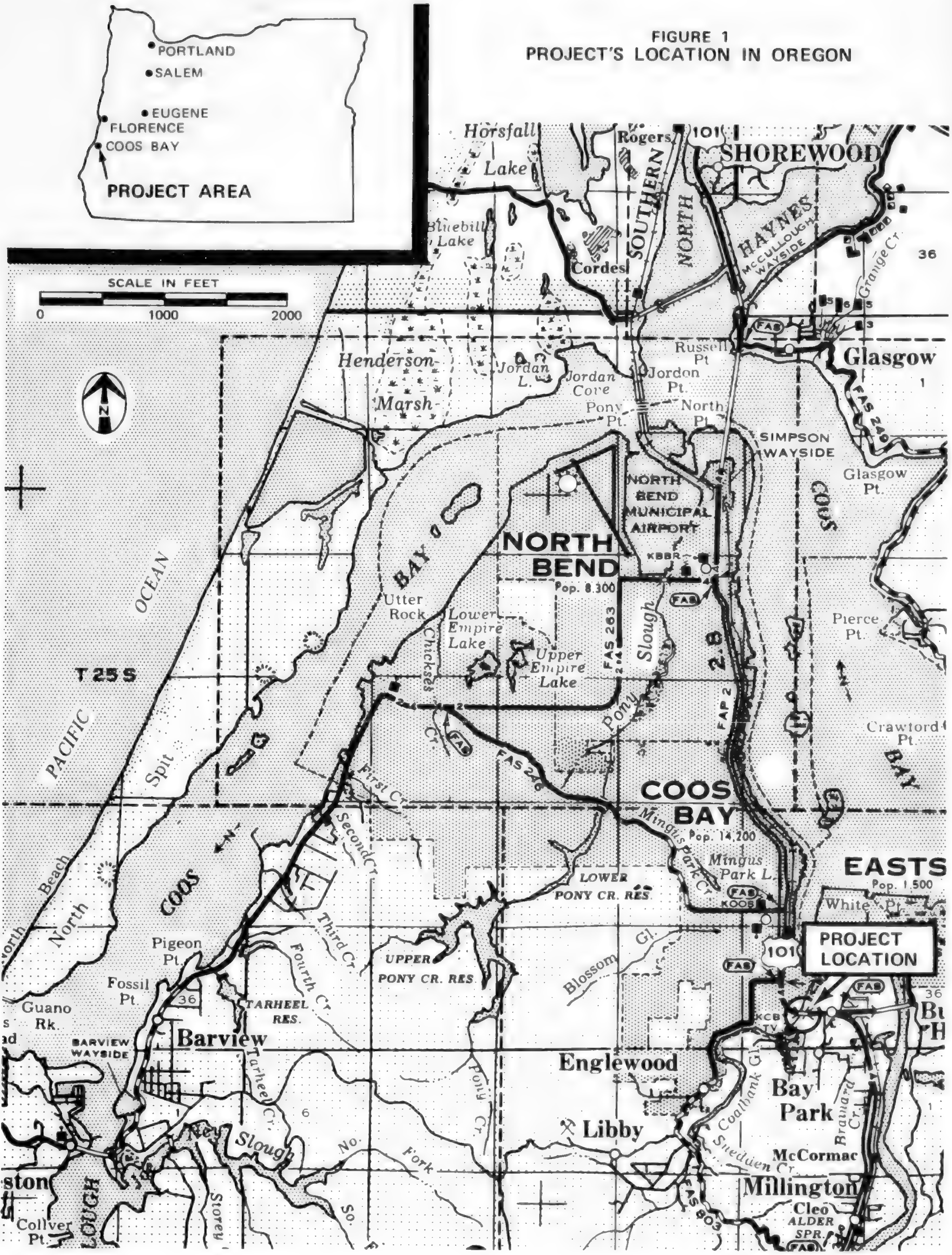
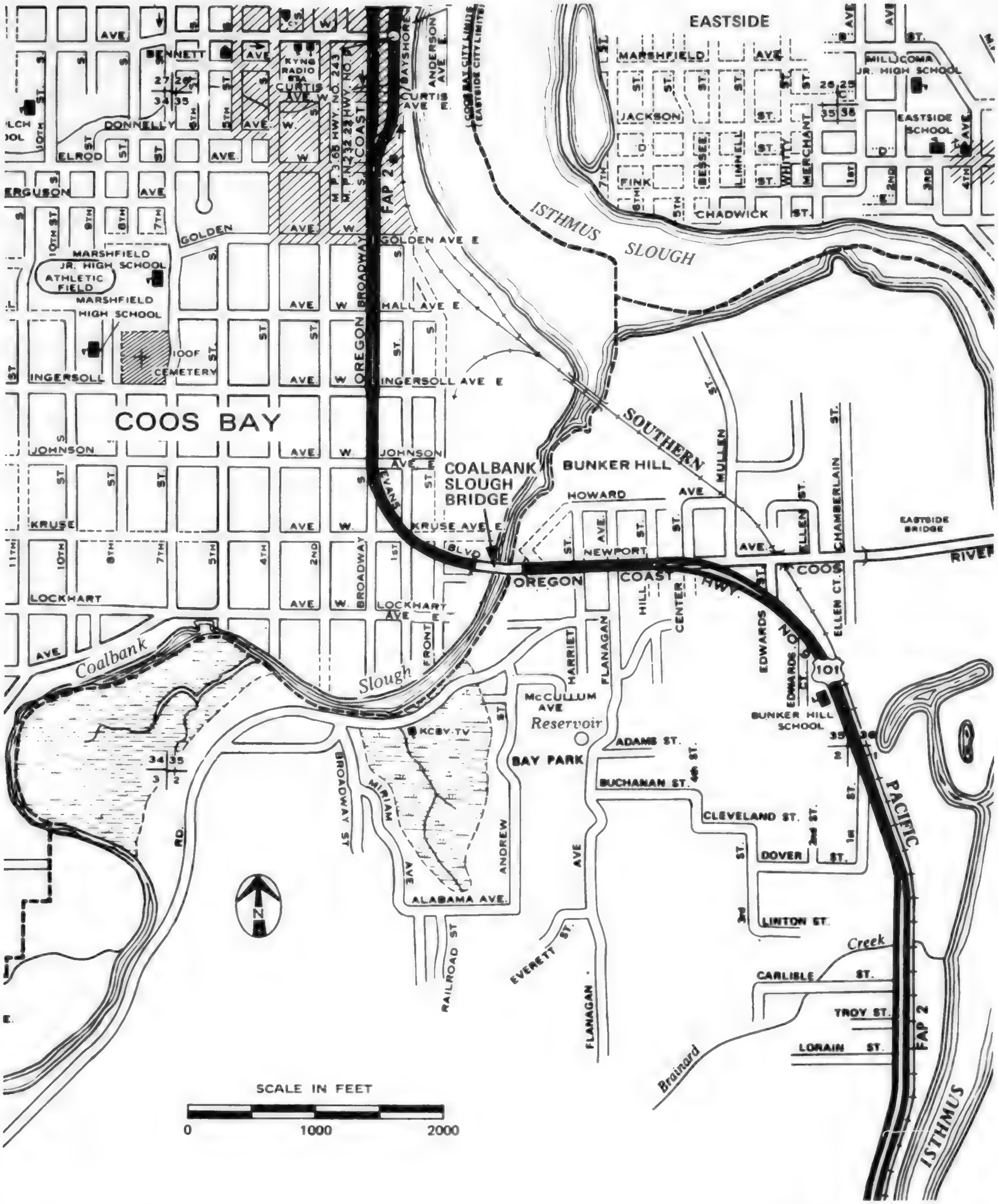

PORTLAND
SALEM
EUGENE
FLORENCE
COOS BAY
PROJECT AREA
SCALE IN FEET
0
1000
2000
N
Horsfall Lake
Rogers
101
SHOREWOOD
SOUTHERN
NORTH
HAYNES
McCULLOUGH WAYSIDE
Bluebill Lake
Cordes
Grange Cr.
36
Henderson Marsh
Jordan L.
Jordan Cove
Jordon Pt.
Russell Pt
Pony Pt.
North Pt.
Glasgow
SIMPSON WAYSIDE
FAS 240
Glasgow Pt.
NORTH BEND MUNICIPAL AIRPORT
NORTH BEND
Pop. 8,300
KBBR
FAS
BAY
COOS
PACIFIC
OCEAN
T 25 S
Utter Rock
Lower Empire Lake
Upper Empire Lake
FAS 263
Pony Slough
FAP 2
Pierce Pt.
Crawford Pt.
Spit
Chickses Cr.
First Cr.
FAS 240
COOS BAY
Pop. 14,200
Mingus Park Cr.
Mingus Park L.
EASTS
Pop. 1,500
White Pt.
North Beach
North
COOS
Second Cr.
Third Cr.
Fourth Cr.
LOWER PONY CR. RES.
KOOS
101
PROJECT LOCATION
Pigeon Pt.
Fossil Pt.
Guano Rk.
36
TARHEEL RES.
UPPER PONY CR. RES.
Blossom Gl.
KCB TV
Barview
BARVIEW WAYSIDE
Tarheel Cr.
Englewood
Pony Cr.
Coalbank Gl.
Bay Park
Brainard Cr.
Libby
New Slough
No. Fork
6
So.
Storey
SLOUGH
Collver Pt.
Sneeden Cr.
McCormac
Millington
Cleo
ALDER SPR.
FAS 208

FIGURE 2
PROJECT'S LOCATION IN COOS BAY

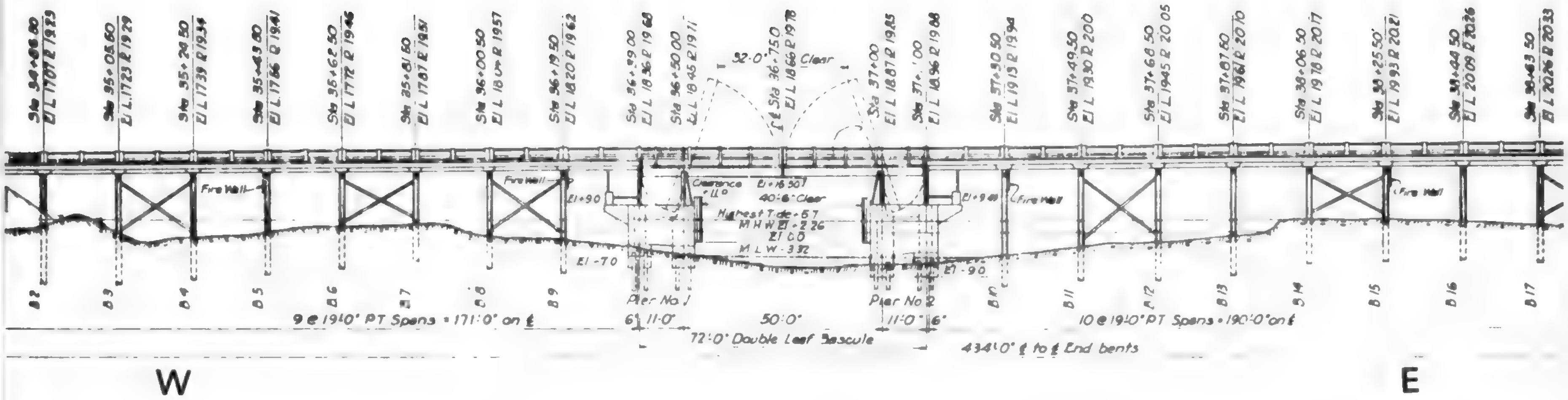


COOS BAY
EASTSIDE
BUNKER HILL
COALBANK SLOUGH BRIDGE
ISTHMUS SLOUGH
Coalbank Slough
SOUTHERN PACIFIC
OREGON COAST HWY. NO. 9
OREGON COAST HWY. NO. 9 FAP 2
M.P. 3.66 HWY. NO. 243
M.P. N232.23 HWY. NO. 9
101
FAP 2
ISTHMUS
EASTSIDE BRIDGE
RIVER
COOS
COOS BAY CITY LIMITS
EASTSIDE CITY LIMITS
KYNG RADIO STA.
MARSHFIELD JR. HIGH SCHOOL
ATHLETIC FIELD
MARSHFIELD HIGH SCHOOL
IOOF CEMETERY
MILLICOMA JR. HIGH SCHOOL
EASTSIDE SCHOOL
BUNKER HILL SCHOOL
KCBY-TV
Reservoir
BAY PARK
McCULLUM AVE
BAYSHORE
ANDERSON AVE. E.
CURTIS AVE. W.
CURTIS AVE.
BENNETT AVE.
DONNELLY AVE.
ELROD AVE.
FERGUSON AVE.
GOLDEN AVE. W.
GOLDEN AVE. E.
HALL AVE. W.
HALL AVE. E.
INGERSOLL AVE. W.
INGERSOLL AVE. E.
JOHNSON AVE. W.
JOHNSON AVE. E.
KRUSE AVE. W.
KRUSE AVE. E.
LOCKHART AVE. W.
LOCKHART AVE. E.
BROADWAY
OREGON BROADWAY
FRONT ST.
BLVD.
HOWARD AVE.
NEWPORT AVE.
MULLEN ST.
ELLEN ST.
ELLEN CT.
CHAMBERLAIN ST.
EDWARDS
HILL ST.
CENTER ST.
HARRIET
FLANAGAN
ADAMS ST.
BUCHANAN ST.
CLEVELAND ST.
DOVER ST.
LINTON ST.
CARLISLE ST.
TROY ST.
LORAIN ST.
Creek
Brainard
ALABAMA AVE.
ANDREW
MIRIAM AVE
BROADWAY ST
RAILROAD ST
EVERETT ST.
AVE
RD.
MARSHFIELD AVE.
JACKSON ST.
FINK ST.
CHADWICK ST.
BESSEE
LINNELL
WHITTY
MERCHANT
1ST
2ND
3RD
4TH
5TH
7TH
8TH
9TH
10TH ST.
11TH
27 26
34 35
26 25
35 36
3 2
2 1
N
SCALE IN FEET
0
1000
2000

FIGURE 3

THE EXISTING BRIDGE

View Upstream


Sta 34+86.80 El L 1707 R 1923
Sta 35+05.80 El L 1723 R 1929
Sta 35+24.80 El L 1739 R 1934
Sta 35+43.80 El L 1766 R 1941
Sta 35+62.50 El L 1772 R 1946
Sta 35+81.80 El L 1787 R 1951
Sta 36+00.50 El L 1804 R 1957
Sta 36+19.50 El L 1820 R 1962
Sta 36+39.00 El L 1836 R 1968
Sta 36+50.00 El L 1845 R 1971
32'-0" Clear
℄ Sta 36+75.0 El L 1866 R 1978
Sta 37+00 El L 1887 R 1985
Sta 37+11.00 El L 1896 R 1988
Sta 37+30.50 El L 1913 R 1994
Sta 37+49.50 El L 1930 R 200
Sta 37+68.50 El L 1945 R 2005
Sta 37+87.50 El L 1961 R 2010
Sta 38+06.50 El L 1978 R 2017
Sta 38+25.50 El L 1993 R 2021
Sta 38+44.50 El L 2009 R 2026
Sta 38+63.50 El L 2026 R 2033
Fire Wall
Fire Wall
El +9.0
Clearance +11.0
El +16.50
40'-6" Clear
Highest Tide +5.7
M.H.W. El +2.26
El 0.0
M.L.W. -3.32
El -7.0
El -9.0
El +9.40
Fire Wall
Fire Wall
B2
B3
B4
B5
B6
B7
B8
B9
Pier No 1
Pier No 2
B10
B11
B12
B13
B14
B15
B16
B17
9 @ 19'-0" PT Spans = 171'-0" on ℄
6'
11'-0"
50'-0"
11'-0"
6"
10 @ 19'-0" PT Spans = 190'-0" on ℄
72'-0" Double Leaf Bascule
434'-0" ℄ to ℄ End bents
W
E

Elevation Drawing of the Bridge

Relationship to Other Projects

At one time the extension of the one-way couplet through Coos Bay was included with the bridge replacement project. The couplet presently has southbound traffic on Broadway and northbound traffic on Bayshore Drive between Greenwood Avenue and Elrod Avenue. The couplet was proposed to extend south to Kruse Avenue using First Street for northbound traffic, connecting to Bayshore Drive by Curtis Avenue. This connection required relocation of the Southern Pacific Railroad depot. The couplet project is not now funded nor is it in the Six-Year Highway Improvement Program. The couplet extension and the bridge replacement are separate projects and not dependent on each other for their operation. The bridge alternatives would not influence the feasibility of the couplet extension.

History of the Bridge

The previous Coalbank Slough Bridge was built slightly to the north of the existing bridge. It was a single-leaf bascule with two lanes for road traffic.

In 1938, the permit for the existing bridge was issued and the bridge was completed in 1941, opening for road traffic in September. A sign was posted on the bridge for marine traffic saying that the bridge would be opened upon request to the County Road Supervisor. The first opening occurred in 1943 and the last opening of the bridge was in January 1955 to make adjustments to the drawspans. No openings of the bridge have occurred since 1955. The bridge was only opened eight times between 1941 and 1955. These openings encountered numerous technical problems and caused significant traffic delays.

Inspection of the bridge in 1962 showed decay of the pilings. The September 1963 inspection noted that the bascule spans were sagging at the center joint. The January and October inspections in 1965 indicated such things as the center locks being in need of replacement, pieces of concrete broken off the counterbalance, and decay of much of the wood decking. Repairs could be better dealt with if the bridge were to be a fixed span. The Oregon Department of Transportation (ODOT) requested the Army Corps of Engineers (who had jurisdiction at the time) to declare the bridge a fixed span; public notice of this request was given on March 25, 1966. The Southern Pacific Railroad also requested that their bridge on Coalbank Slough (downstream from the highway bridge) be declared fixed. Many objections were received from owners and businesses in the area. ODOT thus withdrew its request for closure and asked that the regulations be changed to allow 24 hours' notice for a bridge opening; this request was granted.

An investigation in 1967 on converting the bridge for motorized operation of the drawspans found that the lift machinery would need considerable work before power drives could be applied. Inspection reports from 1967 through 1971 said that the center lock pins were broken allowing the drawspan to bounce, the decking was decayed and loose causing the road surface to break up, piling showed decay and some were tilted due to fill settlement at the bridge ends. The reports stated that it was questionable whether the bridge could be opened in that condition.

In 1972, ODOT requested a change in the operating regulations for the bridge -- from 24 hours notice to closure with six months given to reactivate the drawspan when notified to do so by the Coast Guard. It was estimated it would take 2-1/2 hours to open and close the drawspan, causing problems with traffic (estimated 20,000 vehicles per day in 1972). The Coast Guard issued a public notice on this request in July 1973.

In February, 1974, inspection of the bridge revealed that, due to decay of the decking, rotation of the piers, and deflection at the ends of the drawspans, a weight limit should be posted for the bridge. A weight limit would not be required if the drawspans were better supported. To do this repair, temporary piling had to be driven in the channel to support the ends of the bascule spans while the support structure was straightened.

The Coast Guard approved this temporary intrusion into the waterway, provided that it be removed by July 15, 1974. During placement of the temporary piling, a large crack near the joining of the bascule spans and rusted parts of the counterweight locks were noticed; additional structural materials were used to clamp the bascule leaves together. The repair work was completed in July and the temporary pilings removed.

In September 1974, the Coast Guard changed the operating regulations for the bridge, allowing the bridge to remain closed on the provision that the drawspan be restored to operable condition within six months of being notified to do so by the Coast Guard. Meanwhile, preliminary plans for a replacement bridge were begun, environmental assessment work was started, and a Citizens Advisory Committee was set up in 1975. In 1975, the local governments also proposed that the couplet extension project in Coos Bay be included with the bridge replacement. In May 1975, the Coalbank Slough Bridge had a sufficiency rating of 26.1; those with a rating of 50 or less should be replaced.

After the collapse of the Isthmus Slough Bridge, due to piling damage by limnoria, other coastal bridges were inspected for damage. Limnoria are small sea creatures that eat wood; they live in water where the salinity is between about 15 and 30 parts per thousand. Salinity tests were done in Coalbank Slough; severe damage was observed by divers in their inspection of the Coalbank Slough Bridge in April 1977. Concrete casings were poured around these pilings and others were protected with PVC plastic pile wraps.

In 1978, the sufficiency rating of the bridge was down to 8.0. The jacketed pilings had been protected from further decay, but others were being attacked by limnoria; these others were jacketed. The piling inspection in 1979 found no bad piling in the approach trestles and the jacketing of the pilings seemed to have prevented further decay. Meanwhile in 1979, sketches and locations of alternative bridges were drawn up and work began on the Draft Environmental Impact Statement.

ALTERNATIVES

A variety of bridge alternatives were investigated during early project development. These were narrowed to six (the No-Build and five build alternatives) to be considered further in the Environmental Impact Statement. This process took into account engineering feasibility, construction costs, environmental impacts, and citizen input. Both bascule span and fixed span bridges were investigated since the type of bridge would influence navigation in the slough, traffic delays on the bridge, and construction and operation costs. Different bridge heights were studied, varying from 13 feet to 62 feet clearance over the slough (at mean high water). Locations for the bridge included the existing site and sites upstream and downstream from the existing site.

The Preferred Alternative

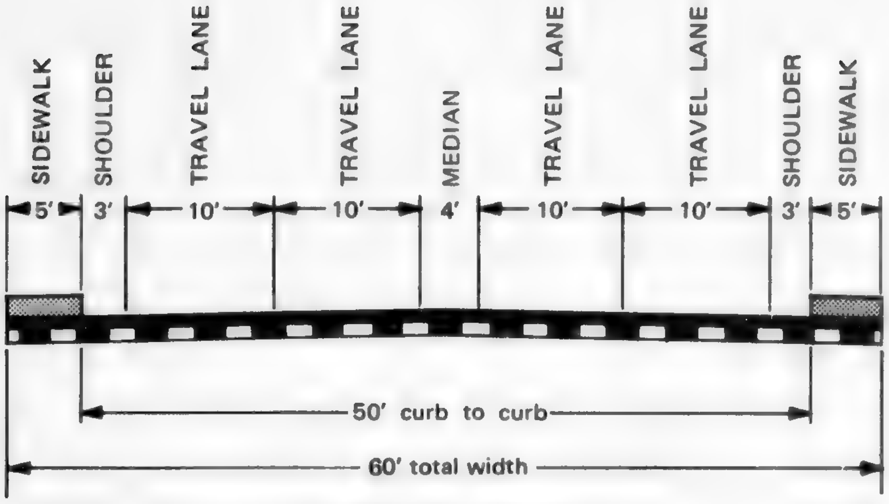
After review of the public hearing comments, review of the comments in letters, and review of the impacts, Alternative 4 was selected as the Preferred Alternative. Alternative 4 is an intermediate-level fixed span bridge. The primary considerations in the selection were to balance the needs of highway users and waterway users, to minimize impacts, to provide a bridge at reasonable cost, and to be compatible with the local land use and estuary plans. Alternatives with a bascule bridge (1 and 2) would create undesirable delays, when open, for roadway traffic on this heavily-used portion of Highway 101. The alternative with a low-level, fixed span (2A) would not have adequate clearance to provide for the reasonable needs of navigation. Alternative 4 would keep socio-economic impacts to a minimum. Alternatives with a higher-level bridge (3, D, E, and F) would result in many more displacements of residences and businesses. Alternative 4 would have minimal impact on the development potential of the Evans Products property and would displace a minimal number of residences and businesses. Alternative 4 would cost about $4.4 million, which is less than alternatives with a bascule bridge or a higher bridge. Yearly maintenance costs would be lower with Alternative 4 than with a bascule bridge. Alternative 4 would be compatible with the Coos Bay Estuary Plan, neither cutting off development of Coalbank Slough nor stimulating upstream development.

Design Characteristics

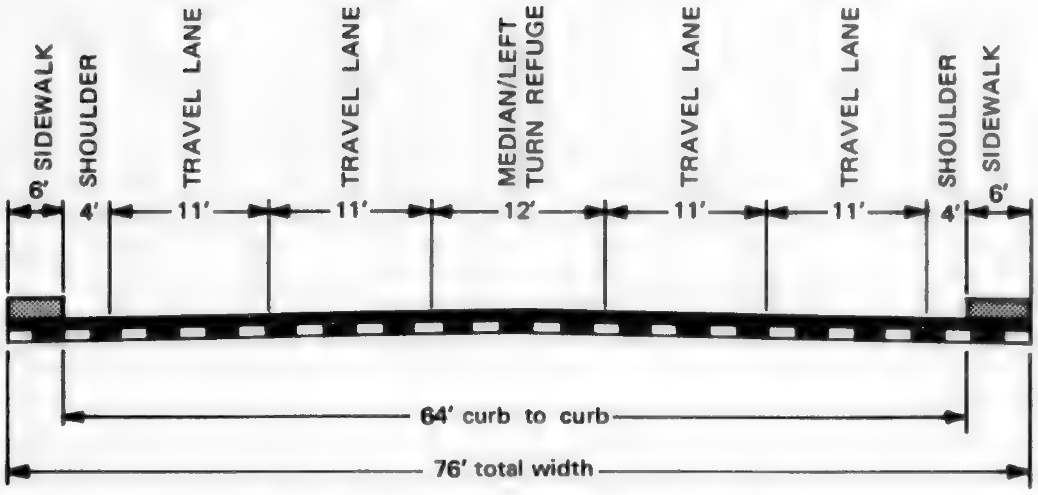
The proposed bridge and bridge approaches would have four travel lanes, a median/left-turn refuge, shoulders (that could be used by bicycles), and sidewalks on both sides. Figure 4 shows the preliminary typical section designs, which assume a 64-foot width between curbs. The existing bridge has a width of 50 feet curb-to-curb (a 4-foot median and four 10-foot travel lanes) and 5-foot sidewalks. Table 2 shows the approximate length of the bridge, maximum grade, and cost of Alternative 4.

FIGURE 4

TYPICAL SECTIONS


SIDEWALK
SHOULDER
TRAVEL LANE
TRAVEL LANE
MEDIAN
TRAVEL LANE
TRAVEL LANE
SHOULDER
SIDEWALK
5'
3'
10'
10'
4'
10'
10'
3'
5'
50' curb to curb
60' total width

EXISTING BRIDGE


SIDEWALK
SHOULDER
TRAVEL LANE
TRAVEL LANE
MEDIAN/LEFT TURN REFUGE
TRAVEL LANE
TRAVEL LANE
SHOULDER
SIDEWALK
6'
4'
11'
11'
12'
11'
11'
4'
6'
64' curb to curb
76' total width

NEW BRIDGE AND APPROACHES

TABLE 2

COMPARISON OF BUILD ALTERNATIVES

ALTERNATIVE		1	2	2A	3	4
Construction length	(mi.)	0.16	0.36	0.36	0.47	0.37
Permanent structure length	(ft.)	440	410	410	800	530
Detour structure length	(ft.)	420	--	--	--	--
Type of span		bascule	bascule	fixed	fixed	fixed
Clearance of bridge over slough at MHW	(ft.)	13	13	13	35	20
Maximum grade		0.8%	1%	1%	6%	3.5%
Length of max. grade	(ft.)	500	1,200	1,200	100	400
Estimated costs:*						
of structure		4,100	3,200	2,300	4,400	2,900
of grading/paving		500	1,000	900	1,500	1,000
of construction		4,600	4,200	3,200	5,900	3,900
of right-of-way		90	500	500	1,200	500
Total estimated project cost*		4,690	4,700	3,700	7,100	4,400

*In thousands of 1980 dollars

Alternatives Evaluated in the EIS

The six alternatives that were evaluated in the EIS included fixed span and bascule bridges that could be built on or close to the existing bridge site. These alternatives are:

Alternative 1 -- low-level (13') bascule bridge
Alternative 2 -- low-level (13') bascule bridge
Alternative 2A -- low-level (13') fixed span
Alternative 3 -- high-level (35') fixed span
Alternative 4 -- intermediate-level (20') fixed span
Alternative 5 -- the No-Build Alternative

Figure 5 shows the location of the alternatives. Table 2 shows the various engineering features and costs of the build alternatives. A more detailed description of each alternative appears later in this chapter. The impacts of these alternatives are described in Chapter IV.

Alternatives Studied but Considered Unreasonable

Several corridor alternatives were studied and then dismissed because of their comparatively high construction and right-of-way costs and adverse environmental impacts. Figure 6 shows these alternatives.

Upstream from the existing bridge, a crossing of the slough by the extension of 4th Street was studied but considered impractical. Alternative A would have realigned over 2.5 miles of U.S. Route 101 to the west. The new alignment would have continued south from the 4th Street crossing and then gone southeast across the hills to reconnect to the old highway near Millington. There would have been an access road to Bunker Hill across the wetland area next to the TV station, connecting to the old highway at Harriet Street. Construction of this alternative would have had direct impacts on wetlands and other natural features. The construction cost was estimated (in 1980 dollars) at 16.8 million. Alternative B would have crossed the slough by 4th Street and circled around to the east to connect with the existing highway in Bunker Hill near Harriet Street. This alternative would also impact the large wetland area next to the TV station. Constuction costs were estimated (in 1980 dollars) at 10.5 million.

Another upstream alternative, Alternative C, would have utilized Southwest Boulevard (going along the west side of the slough) and Shinglehouse Slough Road, connecting to the existing highway south of Millington. Utilizing these roads would have aligned the highway around the south end of Coalbank Slough, and there would have been no direct connection to the Bunker Hill area. Those traveling from Coos Bay to Bunker Hill or Eastside would have had to go about six miles out of the way. Southwest Boulevard and Shinglehouse Slough Road would have needed considerable widening and straightening and would require the relocation of homes and extensive cuts and fills.

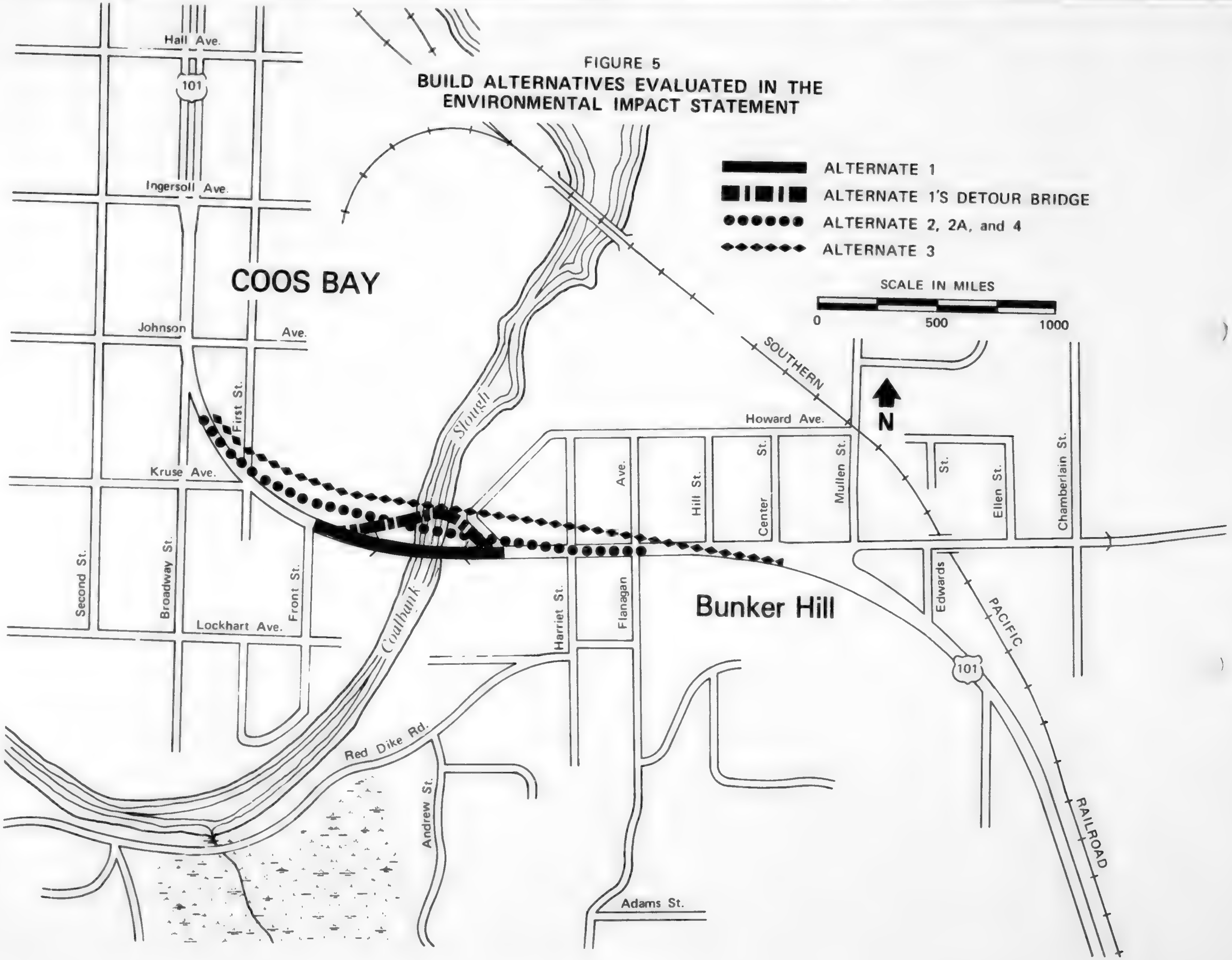


FIGURE 5
BUILD ALTERNATIVES EVALUATED IN THE ENVIRONMENTAL IMPACT STATEMENT

ALTERNATE 1
ALTERNATE 1'S DETOUR BRIDGE
ALTERNATE 2, 2A, and 4
ALTERNATE 3
SCALE IN MILES
0
500
1000
N
COOS BAY
Bunker Hill
Hall Ave.
101
Ingersoll Ave.
Johnson Ave.
Kruse Ave.
First St.
Front St.
Second St.
Broadway St.
Lockhart Ave.
Coalbank Slough
Red Dike Rd.
Andrew St.
Adams St.
Harriet St.
Flanagan Ave.
Hill St.
Center St.
Mullen St.
Howard Ave.
St.
Ellen St.
Chamberlain St.
Edwards
SOUTHERN PACIFIC RAILROAD
101

All three of these upstream alternatives would divert highway traffic through other parts of the city and away from the existing corridor, adversely affecting the highway-oriented commercial establishments along that stretch. It was concluded that a route nearer the existing route would be preferable.

Near the existing route, several alternatives were investigated. For fixed spans with high clearances over the slough, crossing locations would have to be further downstream or retaining walls would have to be used along the approaches. Figure 6 also shows the location of three high-level bridge locations studied. Alternative D would have provided a clearance of 62 feet (at mean high water). It would have been located about 700 feet north of the existing bridge, altering connections with many side streets (including the access to the Georgia Pacific mill). The alignment would have cut through the neighborhood north of Highway 101, displacing about 30 residences and 9 businesses. These residences would be hard to replace and those that remained would be subjected to the noise and views of the highway. Businesses remaining along the old highway would be bypassed, requiring out-of-direction travel to reach them. Construction of Alternative D was estimated (in 1980) to cost 8.5 million dollars -- $11 million with right-of-way costs included.

Another high bridge alternative, Alternative E, was investigated adjacent to the existing bridge. It would have required retaining walls along the approaches to the bridge and a detour of the approaches during construction. Right-of-way acquisition would have taken out or cut off access to most of the commercial properties (and some residential properties) to the north of the existing roadway and modified access to those on the south side of the present road. The cost of this alignment was estimated (in 1980) to cost 16.9 million dollars for construction.

At the public hearing, Mr. Fred Anthony proposed another high bridge alignment, shown as Alternative F on Figure 6. The alignment would extend from the south end of the Coos Bay couplet to just south of the Coos River Highway intersection with Highway 101. The bridge would be a fixed span having 55 feet of vertical clearance. This proposal also included underpasses with partial interchanges on each side of Coalbank Slough and a merge lane for traffic from Eastside. The alignment would displace the Coos Bay Railroad Depot*, 23 residences, and 32 businesses. With the interchanges, an additional 9 residences and 8 businesses would be displaced. The interchange on the west bank would utilize the Evans Wood Products site, making it unavailable for commercial-industrial development. The interchange on the east side would essentially displace over five city blocks of that neighborhood. Although this alternative would eliminate the need for several traffic signals along the existing route, the businesses along the existing route would be bypassed. Construction of the new alignment was estimated (in 1981) to cost 26.8 million dollars -- $32 million with right-of-way costs included. With the interchanges, the total was estimated at about $40 million. Because of the extensive socio-economic impacts and costs of these high-level bridges, these alternatives are not considered reasonable.

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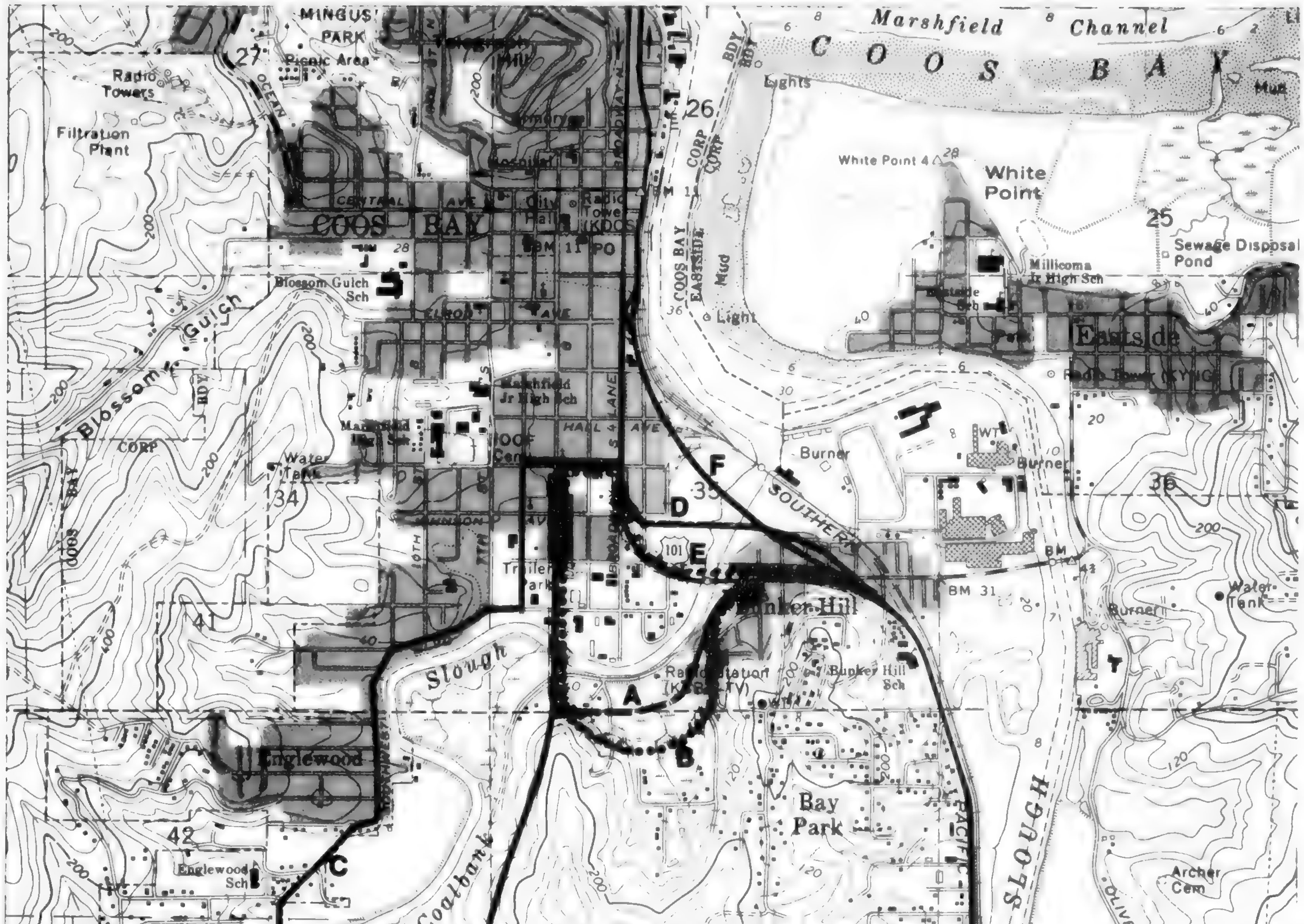
*which is probably eligible for nomination to the National Register of Historic Places.

FIGURE 6
ALTERNATIVES STUDIED BUT CONSIDERED UNREASONABLE

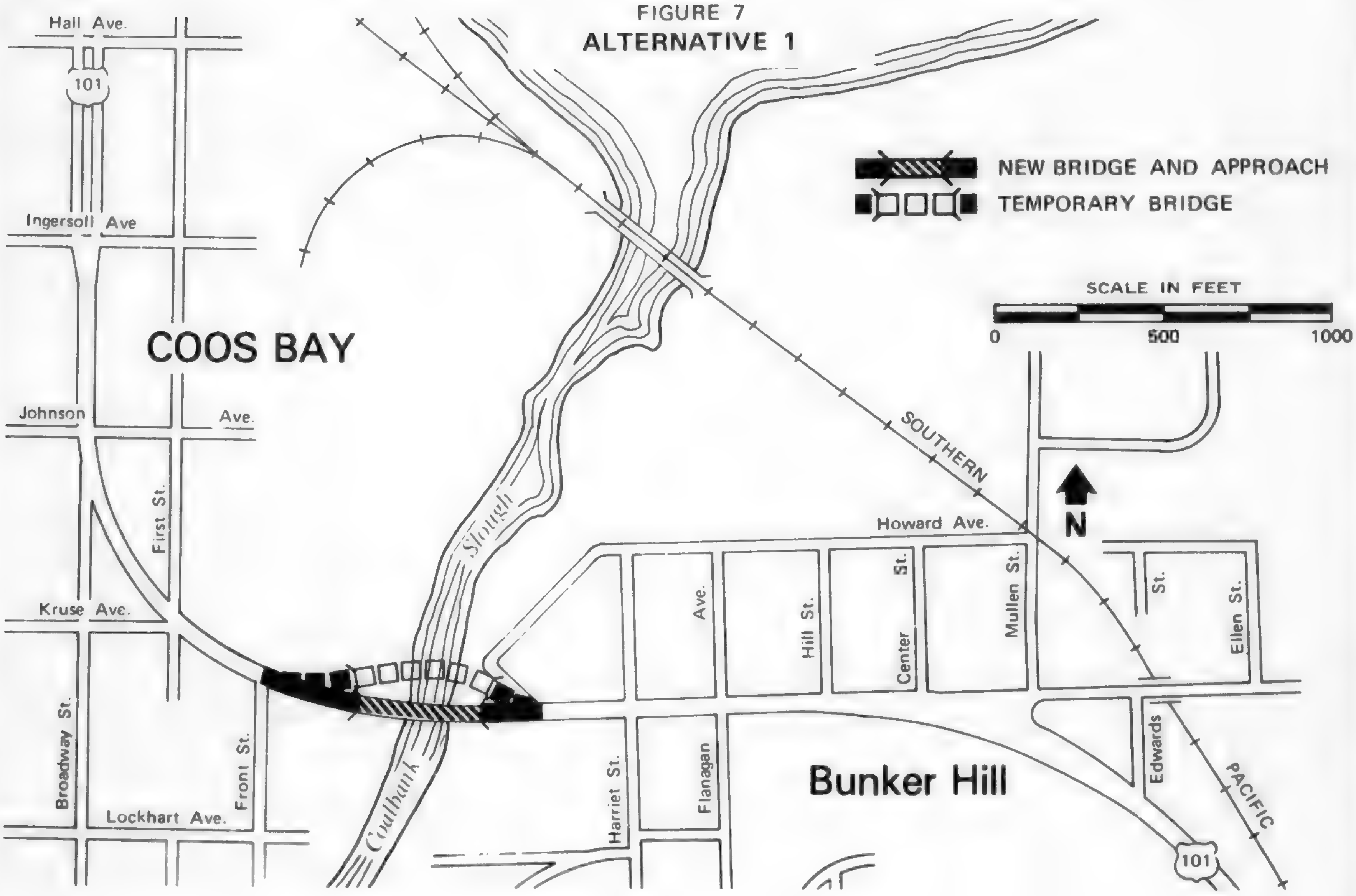


Marshfield Channel
COOS BAY
MINGUS PARK
Picnic Area
Radio Towers
Filtration Plant
COOS BAY
City Hall
Radio Tower (KDOS)
Blossom Gulch Sch
Blossom Gulch
Marshfield Jr High Sch
White Point
Millicoma Jr High Sch
Eastside
Sewage Disposal Pond
Radio Tower (KYNG)
Burner
Water Tank
Trailer Park
Bunker Hill
Bunker Hill Sch
Radio Station (KYAQ-TV)
Slough
Englewood
Englewood Sch
Coalbank
Bay Park
Water Tank
Archer Cem
Disposal
Libby
Snedden Creek
Sunset Memorial Park (Cem)
McCormac
Substation
Water Tank
Millington
Water Tank
Cleo
SHINGLEHOUSE SLOUGH ROAD
ISTHMUS SLOUGH
Boat Ramp
BM 17
Slough
101
A
B
C
D
E
F
N
1000 0 1000 2000 3000
SCALE IN FEET

Alternative 1

Alternative 1 would be a low-level bascule bridge with a vertical clearance in the closed position of 13 feet at mean high water (M.H.W.). The new bridge would be built on the site of the existing bridge. Because of this, a temporary bridge would be used by vehicular traffic during construction. The detour bridge would be located just to the north of the existing bridge. Approximately 1.2 acres of vacant land would be needed during the period of time the detour bridge is under construction, being used, and being removed.

FIGURE 7
ALTERNATIVE 1



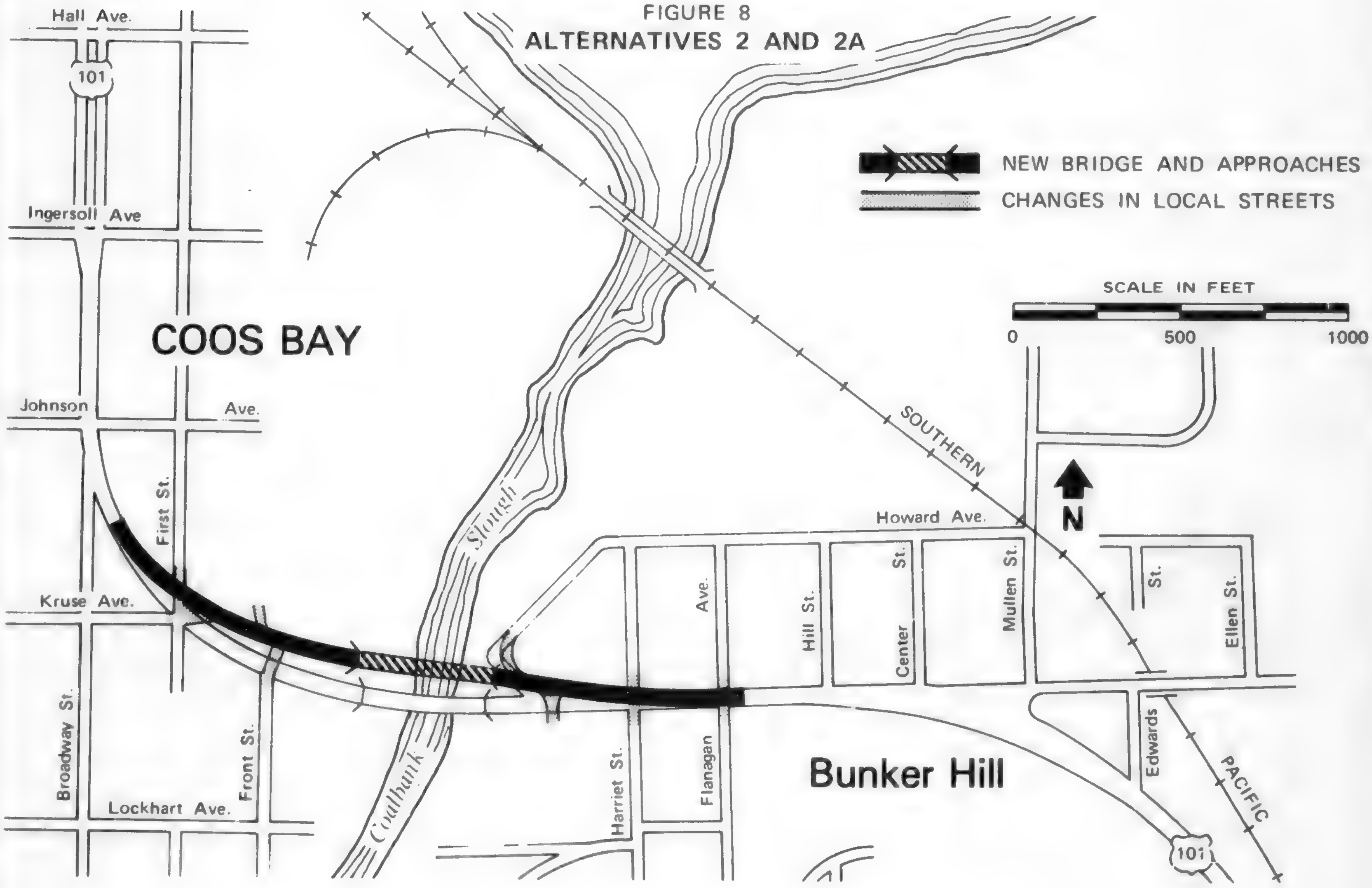
NEW BRIDGE AND APPROACH
TEMPORARY BRIDGE
SCALE IN FEET
0
500
1000
N
Hall Ave.
101
Ingersoll Ave
COOS BAY
Johnson Ave.
First St.
Kruse Ave.
Broadway St.
Front St.
Lockhart Ave.
Coalbank Slough
SOUTHERN PACIFIC
Howard Ave.
Ave.
Hill St.
Center St.
Mullen St.
St.
Ellen St.
Harriet St.
Flanagan
Edwards
Bunker Hill
101

Alternatives 2 and 2A

Alternative 2 would be a low-level bascule bridge with a vertical clearance in the closed position of 13 feet at M.H.W. The new bridge would be built just to the north of the existing bridge (centerline about 100 feet north), resulting in some realignment of U.S. 101 between Kruse Avenue and Flanagan Avenue. The existing bridge would be used by traffic during construction; no detour bridge would be required. Approximately 2.75 acres of land would be needed for additional right-of-way, which may result in two residences and three businesses being displaced.

Alternative 2A would be in the same location, have the same vertical clearance, and have the same right-of-way requirements as Alternative 2. Alternative 2A, however, would be a fixed span and thus would not open for waterborne traffic.

FIGURE 8
ALTERNATIVES 2 AND 2A


Hall Ave.
101
Ingersoll Ave
COOS BAY
Johnson Ave.
First St.
Kruse Ave.
Broadway St.
Front St.
Lockhart Ave.
Coalbank Slough
Harriet St.
Ave.
Flanagan
Hill St.
Center St.
Mullen St.
Howard Ave.
St.
Ellen St.
Edwards
Bunker Hill
SOUTHERN PACIFIC
101
N
NEW BRIDGE AND APPROACHES
CHANGES IN LOCAL STREETS
SCALE IN FEET
0
500
1000

Alternative 3

Alternative 3 would be a high-level fixed span bridge with a vertical clearance of 35 feet at M.H.W. The new bridge would be built slightly to the north of the existing bridge (centerline about 170 feet north). This would result in realignment of U.S. 101 from an area north of Kruse Avenue to Center Street and new connections to some side streets. The existing bridge would be used by traffic during construction; no detour bridge would be necessary. Approximately 4.6 acres of land would be needed for additional right-of-way, which may displace six residences and nine businesses.

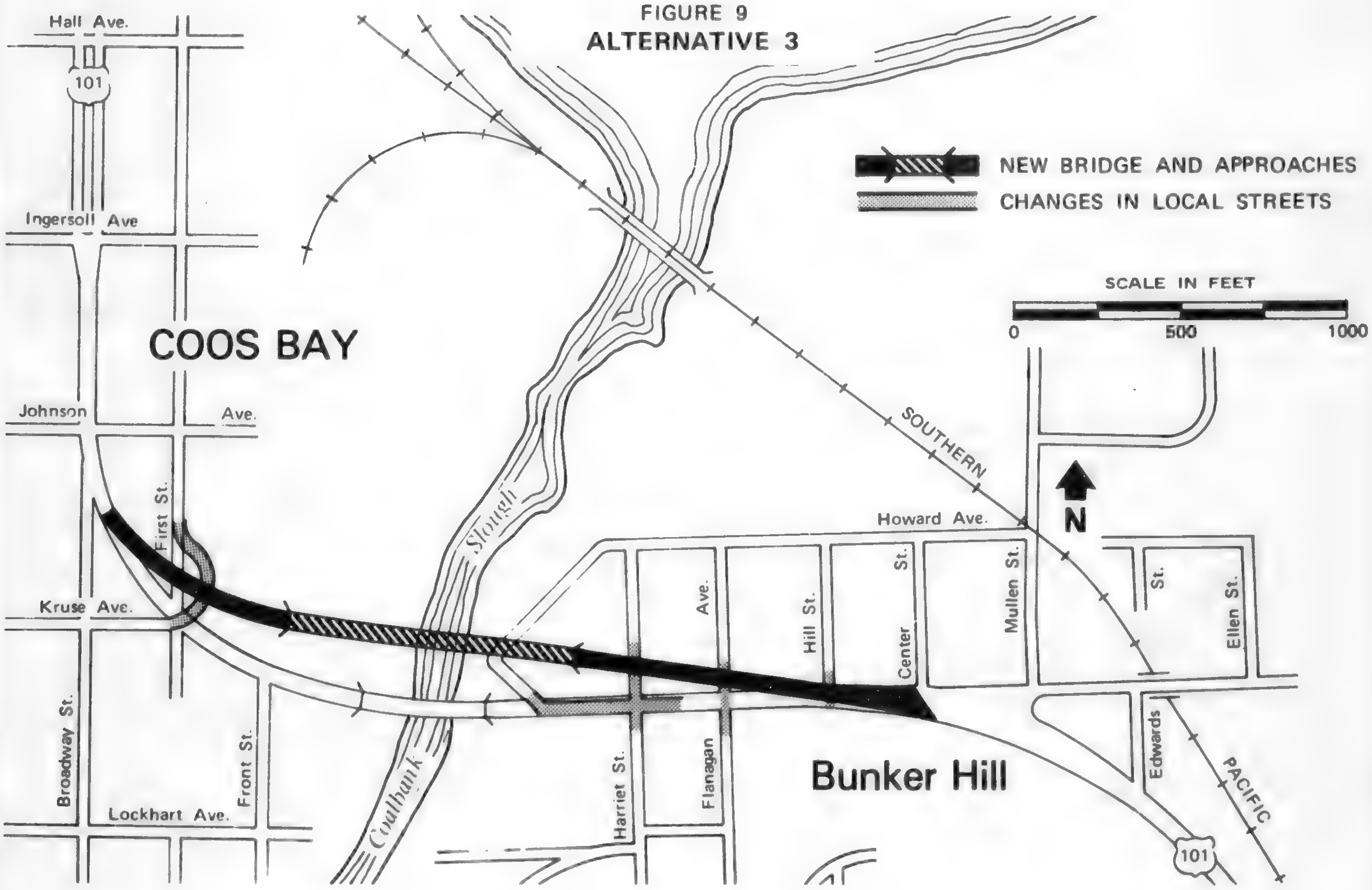


FIGURE 9
ALTERNATIVE 3

NEW BRIDGE AND APPROACHES
CHANGES IN LOCAL STREETS
SCALE IN FEET
0
500
1000
N
COOS BAY
Bunker Hill
Hall Ave.
101
Ingersoll Ave
Johnson Ave.
Kruse Ave.
First St.
Broadway St.
Front St.
Lockhart Ave.
Slough
Coalbank
SOUTHERN
PACIFIC
Howard Ave.
Harriet St.
Flanagan
Ave.
Hill St.
Center St.
Mullen St.
St.
Ellen St.
Edwards
101

Alternative 4 - The Preferred Alternative

Alternative 4 would be an intermediate-level fixed span bridge with a vertical clearance of 20 feet at M.H.W. The new bridge would be built just to the north of the existing bridge (centerline about 100 feet north) along approximately the same path as that of Alternatives 2 and 2A. This would result in some realignment of U.S. 101 from an area north of Kruse Avenue to Flanagan Avenue. The existing bridge would be used by traffic during construction; no detour bridge would be required. Approximately 2.75 acres of land would be needed for additional right-of-way, which may result in two residences and three businesses being displaced.

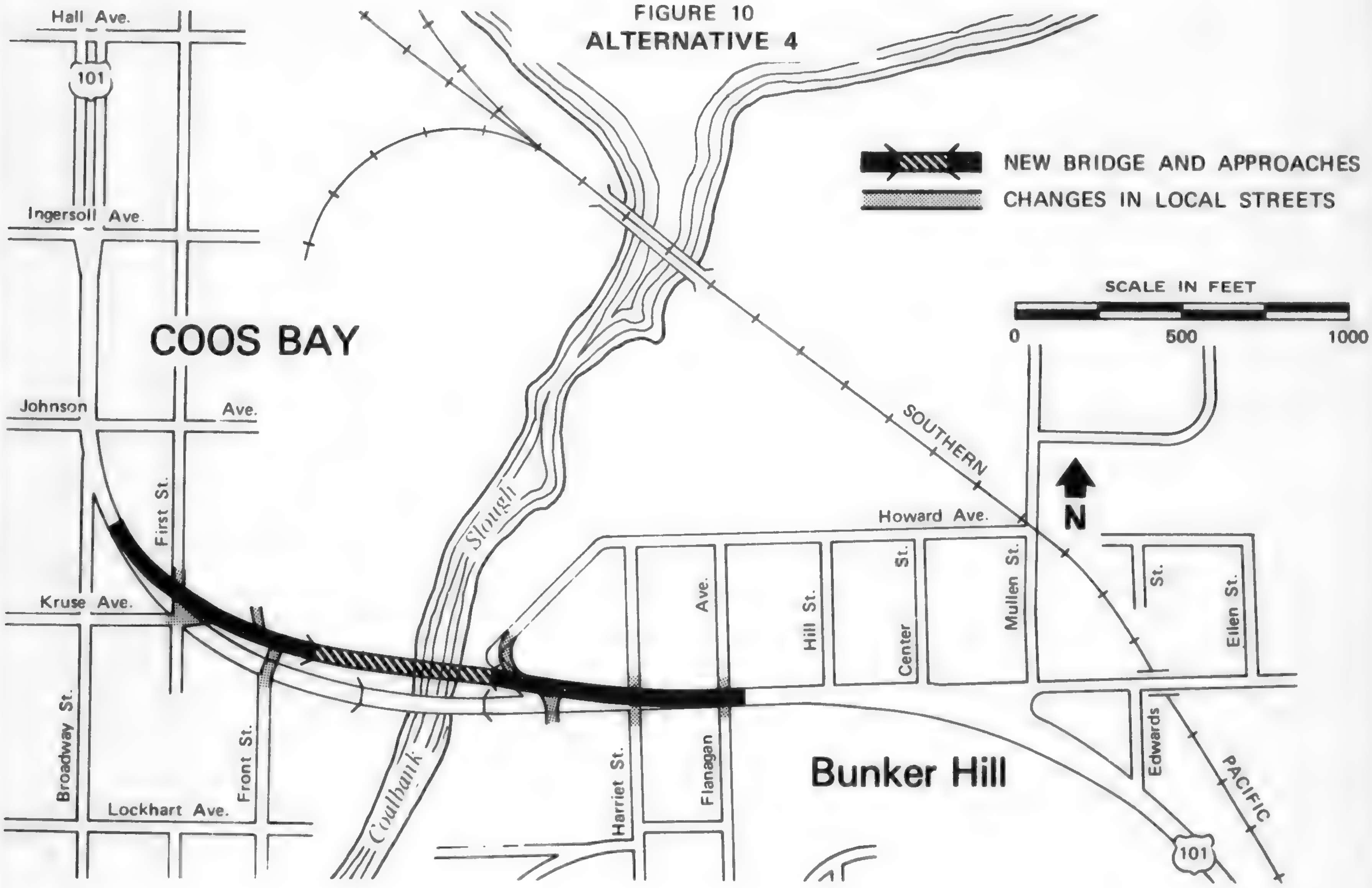


FIGURE 10
ALTERNATIVE 4

Hall Ave.
101
Ingersoll Ave.
COOS BAY
Johnson Ave.
First St.
Kruse Ave.
Broadway St.
Front St.
Lockhart Ave.
Coalbank
Slough
Harriet St.
Flanagan
Ave.
Hill St.
Center St.
Mullen St.
Howard Ave.
SOUTHERN
PACIFIC
St.
Ellen St.
Edwards
Bunker Hill
101
N
NEW BRIDGE AND APPROACHES
CHANGES IN LOCAL STREETS
SCALE IN FEET
0
500
1000

Alternative 5

Alternative 5, the No-Build Alternative, would retain the existing bridge and approaches. As discussed in Chapter I, the existing bridge was originally constructed as a double-leaf bascule in 1941, with a clearance of 13.1 feet at mean high water (M.H.W.) when closed. Since that time, the drawspan has deteriorated to a point where it has been bolted shut and other parts of the bridge have required extensive repairs. Although Coast Guard regulations could require that the drawspan be restored to operable condition within six months after notification from the Commandant to do so, the cost of restoration of the drawspan would be very expensive. Due to overall deterioration of the bridge it would be more cost-effective to replace the bridge if the Coast Guard ordered restoration of the drawspan. Although the bridge is presently not required to be maintained in operable condition for waterborne traffic -- thus being essentially a fixed span -- much maintenance work would be required to provide for safe use by road traffic. Weight limits may need to be imposed on trucks in the future due to deterioration of the supports and decking.

The existing bridge is 50 feet wide from curb-to-curb -- narrower than the width proposed for the Build Alternatives. No right-of-way acquisition or relocation would be required with this alternative.

AFFECTED ENVIRONMENT

As shown in Figures 1 and 2, the proposed project is located in Coos County on the southeast boundary of the City of Coos Bay. This section of the Environmental Impact Statement describes the natural and human environment in this area. Further information is contained in the technical reports; (a list of these is given in Appendix F).

Topography, Geology, and Mineral Resources

The west side of the project area is flat; the east side is also relatively flat and to the north for about 600 feet to where it drops off sharply in a 20-foot bluff near the end of Harriet Street. Elevation above mean sea level (MSL) at the bridge is approximately 20 feet. Bunker Hill, to the south, rises to an elevation of about 410 feet above MSL. The topography is shown in Figure 12.

Fill material forms the surface of the entire west side of the project area and that abutting the east end of the existing bridge. Underlying this material, and exposed east of the bridge, is the upper member of the Coaledo Formation of the late Eocene geologic epoch, made up of coal-bearing tuffaceous sandstone. The coal was mined in the early 1900's, but later became uneconomical. No geologic structural weaknesses are known in the project vicinity.

Soils and Ground Water

The U.S. Soil Conservation Service (S.C.S.) has designated three soil types in the project area. Udorthents (fill material) make up the entire ground surface to the west of the bridge and a part of the area northeast of the bridge. Coosbay silt loam underlies the existing highway east of the slough. Chitwood silt loam extends east-west between the Coosbay silt loam and the udorthents. Figure 11 shows the locations of the three soil types, and an area of tidal marsh just south of the bridge.

Pertinent physical characteristics of the soils are shown in Table 3; data for the udorthents are not listed because of their highly variable composition. The erosion hazard of these two soils is slight; it is likely that the udorthents are similar in this respect.

Table 3 also indicates the Agricultural Capability Class of the soils; Class I is the best soil for a wide variety of agricultural uses. According to S.C.S. data, no prime agricultural soils (suited to grow a variety of crops), or unique agricultural soils (suited to grow a particular crop) occur in the project area. State policy* is to preserve and maintain agricultural lands for agricultural uses; lands with Class I-IV soils are considered to be agricultural lands in western Oregon. Exceptions to this are those lands within an urban growth boundary or lands that are already committed to non-farm use.*

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*Land Conservation and Development Commission (LCDC) Goal #3 on Agricultural Lands.

TABLE 3

PHYSICAL CHARACTERISTICS OF SOILS

Physical Characteristics	Coosbay Silt Loam	Chitwood Silt Loam
% Passing #200 Sieve (% silt and clay vs. granules)	90-95	85-95
pH of Soil	5.6-6.0	4.5-5.0
Shrink-Swell Potential	Low	Moderate
Permeability	Slow	Slow
Depth to High Water Table	Over 6 feet	1-3 feet
Depth to Bedrock	20-40 inches	Over 60 inches
Erosion Hazard	Slight	Slight
Corrosivity:		
Steel	Moderate	High
Concrete	Moderate	High
Rating for Roadfill	Moderate	Moderate
Agricultural Capability Class	II	III

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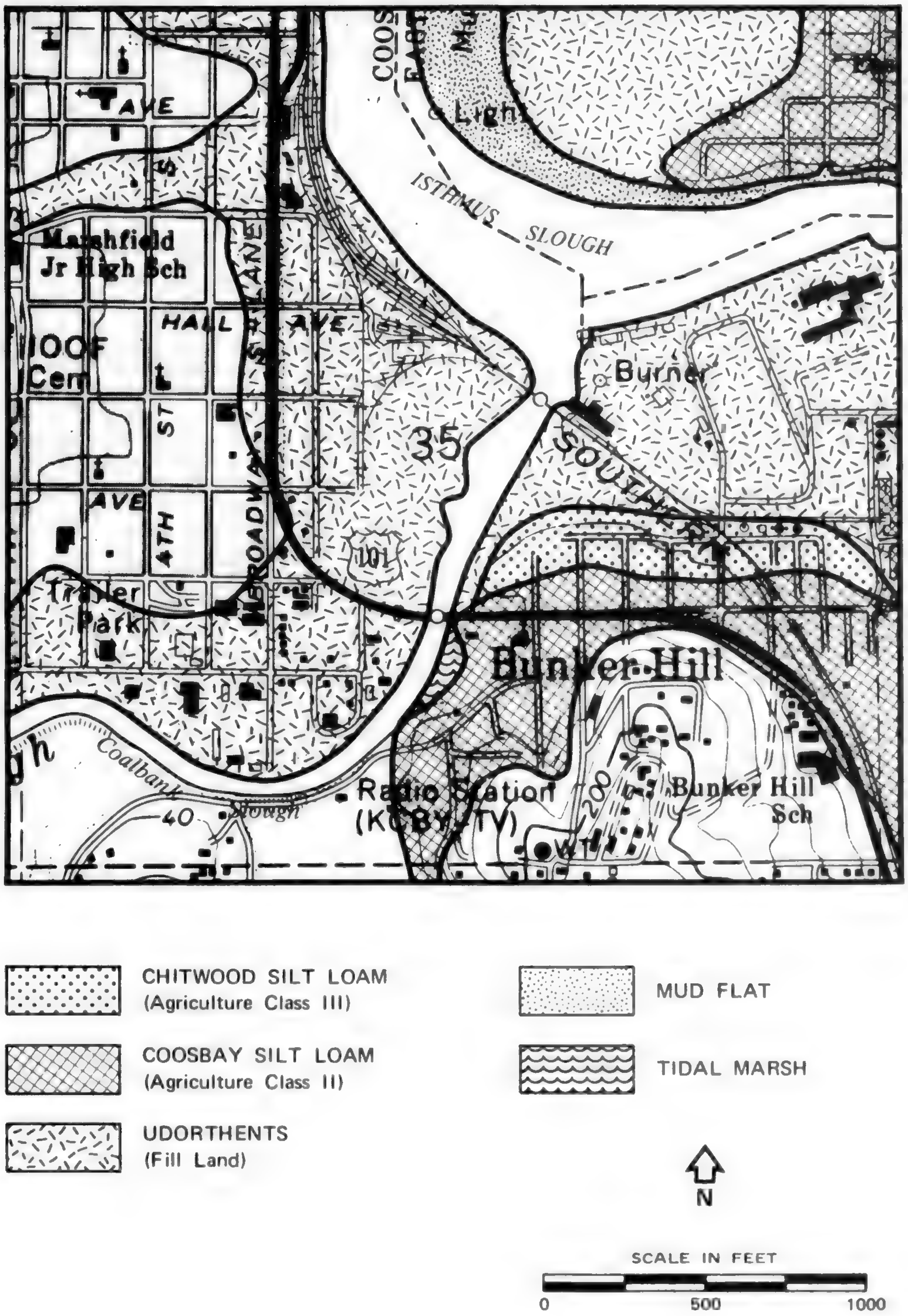
* The urban growth boundary must be officially acknowledged by LCDC; other lands must go through an official "Exceptions Process".

FIGURE 11
LOCATION OF SOIL TYPES


AVE
Marshfield
Jr High Sch
HALL AVE
IOOF
Cem
ST
4TH ST
BROADWAY
LANE
AVE
101
Trailer
Park
35
COOS
Light
ISTHMUS SLOUGH
Burner
SOUTHERN
Bunker Hill
Radio Station
(KCBY-TV)
Bunker Hill
Sch
Coalbank Slough
40
200
CHITWOOD SILT LOAM
(Agriculture Class III)
COOSBAY SILT LOAM
(Agriculture Class II)
UDORTHENTS
(Fill Land)
MUD FLAT
TIDAL MARSH
N
SCALE IN FEET
0
500
1000

No high ground water problems are anticipated in the project area. However, there is seepage from springs in the 20-foot high bluff bounding the community of Bunker Hill on the north. The height of the water table in the fill land in the area of the existing bridge is likely to correspond with the mean average water level in Coalbank Slough. However, the height of the water table will experience lag-time in reacting to tidal fluctuations because the gradient of influence will decrease with distance from the slough. To what areal extent the salt water of the slough mingles with the ground water is not known.

Hydrology

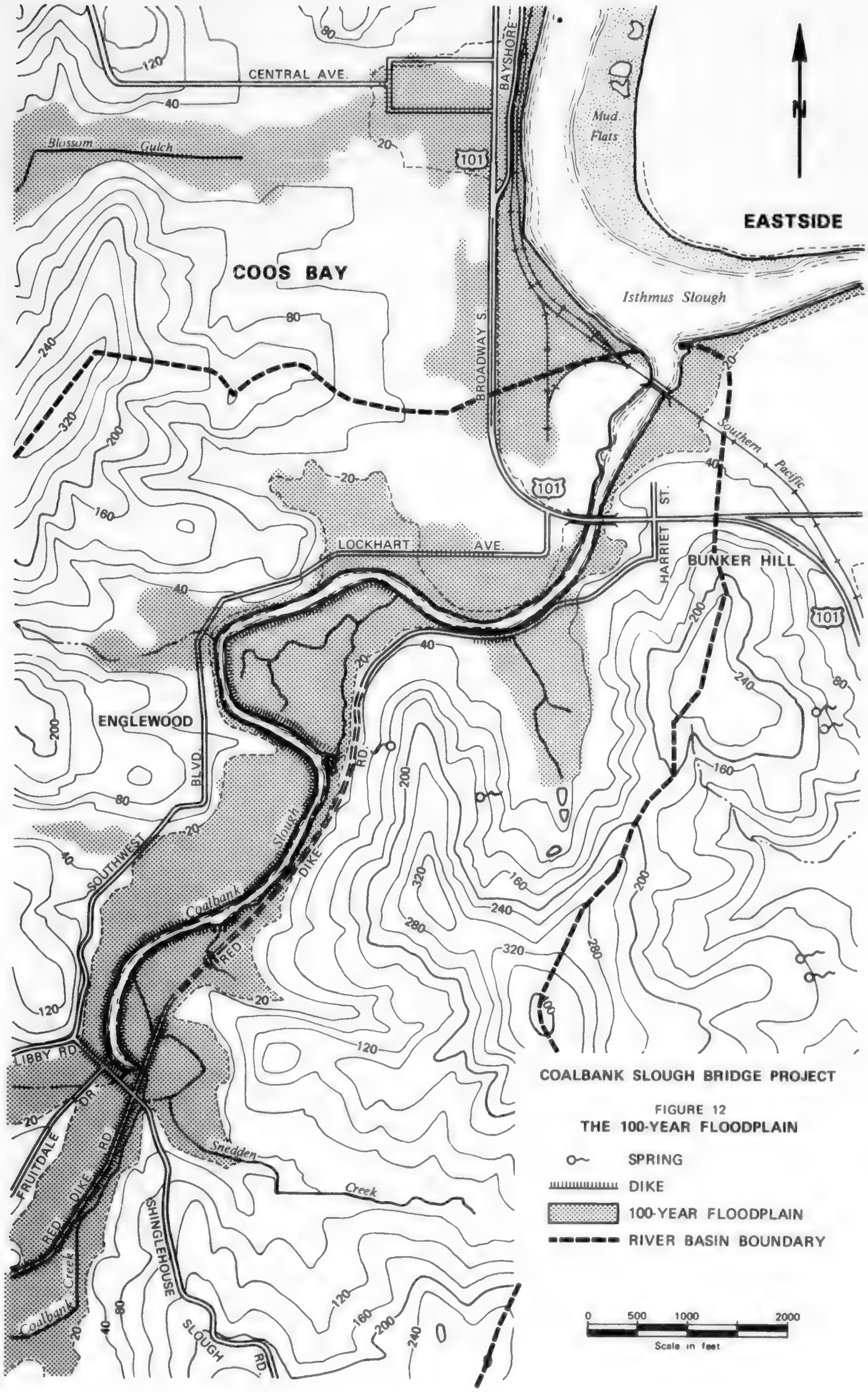
Coos Bay is a drowned river valley estuary which drains an area of 605 square miles via some 30 tributaries. Sloughs and inlets of the bay, including Coalbank Slough, drain much smaller areas and contribute small amounts of fresh water to the bay as shown below:

Tributary	Drainage Area (Mi^2)
Coos River	415
Isthmus Slough	32
South Slough	26
Kentuck Inlet	17
North Slough	12.8
Haynes Inlet	11
Willanch Inlet	7.8
Coalbank Slough	6.2

Freshwater runoff follows local precipitation patterns with about a one-month lag in discharge response. January is generally the wettest month with an average of 9.9 inches and July is the driest, with 0.38 inches as average rainfall. Freshwater inflow ranges from about 100 cubic feet per second (cfs) to 100,000 cfs. The bay has strong tidal action, relatively high salinities and is relatively shallow. Flushing times in the bay are on the order of days even under optimum conditions.

The Coos Bay estuary has about 12,380 acres of surface area, about 6,200 acres of which is tideland (between mean high water and mean low water) and 2,738 acres of which is considered tidal marsh. The extensive use of fill and dikes in the main bay, sloughs and tributaries has greatly altered the estuary. It is estimated that 90% of the bay's marshes has been lost to filling or other causes since 1892. Channel shifts, accelerated deposition and erosion, higher tidal ranges, and changes in tidal circulation are all related to use of fill and dikes in the estuary.

Figure 12 shows the Coalbank Slough drainage basin and lower Isthmus Slough. Isthmus Slough enters Coos Bay 13.8 miles from the mouth of the Bay; Coalbank Slough flows into Isthmus Slough 14.1 miles from the mouth of the Bay. The railroad bridge is located near the mouth of Coalbank Slough; the


CENTRAL AVE.
BAYSHORE
Blossom Gulch
101
Mud Flats
N
EASTSIDE
COOS BAY
Isthmus Slough
BROADWAY S.
Southern Pacific
LOCKHART AVE.
HARRIET ST.
BUNKER HILL
ENGLEWOOD
BLVD.
SOUTHWEST
Coalbank Slough
RED DIKE RD.
LIBBY RD.
FRUITDALE DR.
Snedden Creek
SHINGLEHOUSE SLOUGH RD.
Coalbank Creek
20
40
80
120
160
200
240
280
320
SPRING
DIKE
100-YEAR FLOODPLAIN
RIVER BASIN BOUNDARY
0
500
1000
2000
Scale in feet

COALBANK SLOUGH BRIDGE PROJECT

FIGURE 12
THE 100-YEAR FLOODPLAIN

existing bridge is about 1,600 feet upstream of the railroad bridge. Lower Isthmus Slough is heavily used for shipping. The deep-draft navigation channel extends up Isthmus Slough for 1.2 miles at a depth of 35 feet and a width of 400 feet; a turning basin is located near the mouth of Coalbank Slough. Isthmus Slough is also used for log handling and storage, and waste disposal.

Much habitat alteration has occurred in Coalbank and Isthmus Sloughs and has affected local hydrologic conditions. Figure 13 shows local habitat alteration in the form of fill, diking, shoreland development, dredging, and log storage. The lower elevations of the Coalbank watershed are marshland, or in agricultural usage where it is diked; many of the salt marshes existing in the 1890's have been lost through diking. The upper portions of the watershed are in forest or in residential usage.

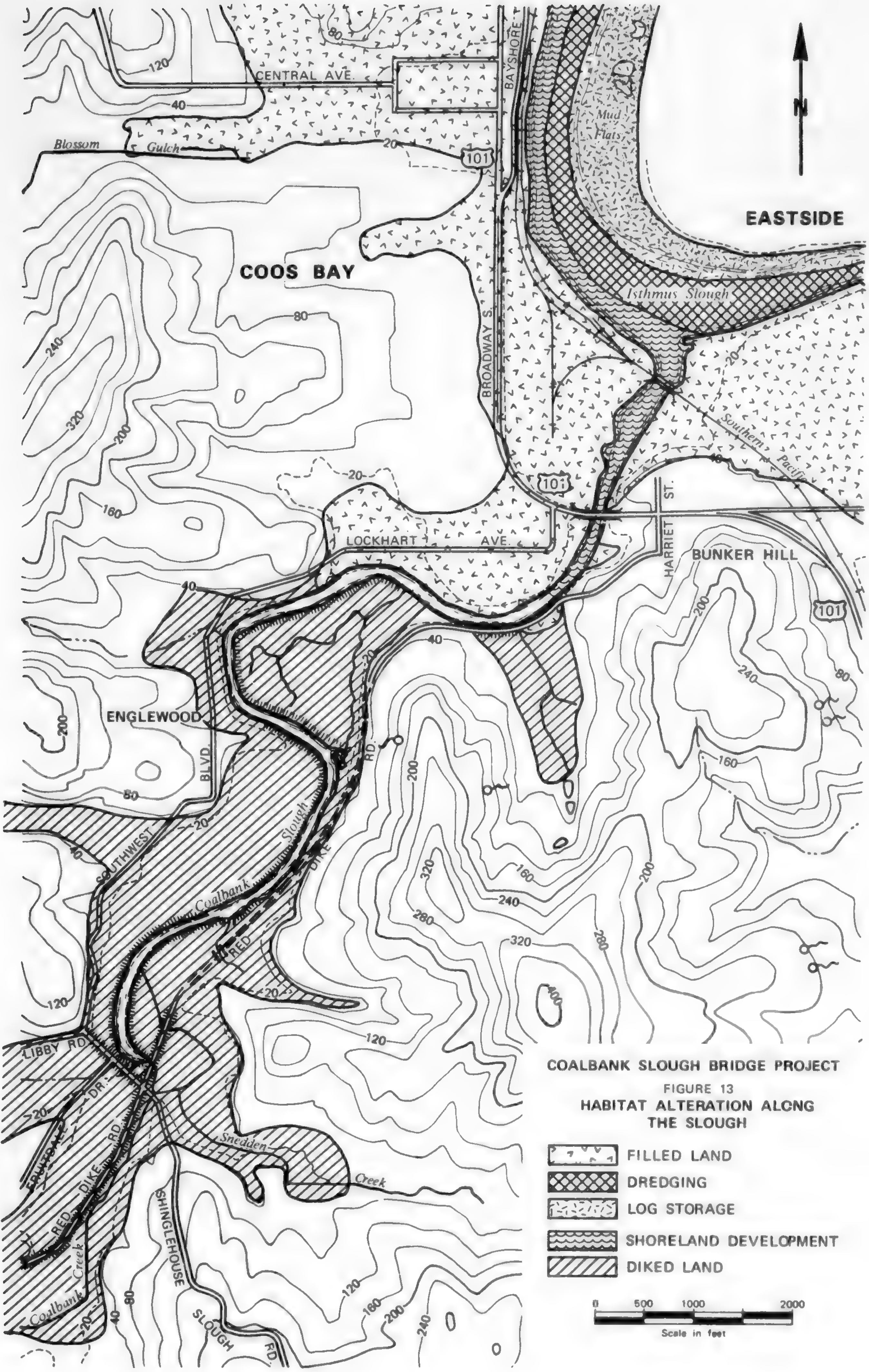
Figure 12 shows the approximate 100-year floodplain. In Coalbank Slough, flooding mainly results from bay backwater, since there is little freshwater inflow. Annual highest tide levels in Coalbank Slough were estimated in 1929-1946 to be about seven feet above mean sea level. Due to the numerous habitat alterations discussed above, however, present highest tide levels are undoubtedly higher than previous estimates.

The U.S. Corps of Engineers estimates that a 100-year flood would produce a water level 10 feet above mean sea level at the existing Coalbank Slough bridge, well below its 13.1-foot clearance. The bridge has never been topped by floodwaters nor has the west approach to the bridge been flooded, although it crosses a floodplain.

Water Quality

The following beneficial uses have been designated to be protected in the estuarine and adjacent marine waters of the south coast of Oregon: industrial water supply, anadromous fish passage, salmonid fish rearing, resident fish and aquatic life, wildlife and hunting, fishing, boating, water contact recreation, aesthetic quality, and commercial navigation and transportation.

Water chemistry data show marginal conditions (as compared to the standards) both in Coalbank Slough and lower Isthmus Slough. Salinity through this area is generally high, with highest values usually seen in the late summer and early fall, and lowest values observed in the winter. The high salinity range here (8-32 parts per thousand) has a profound influence on local physical, chemical and biological conditions. Water temperatures are high in Coalbank Slough during summer months. Every temperature measurement taken between June and September was greater than or equal to 18°C, (and went as high as 23.5°C). This is probably due to low streamflows and poor flushing, especially in Coalbank Slough. Many biologists feel that temperatures above 18°C stress salmonid fish species in particular and other aquatic life, and thus provide less than optimum habitat for many aquatic organisms. Turbidity levels ordinarily remain low. Low tide turbidity levels were



COALBANK SLOUGH BRIDGE PROJECT

FIGURE 13

HABITAT ALTERATION ALONG THE SLOUGH

N
EASTSIDE
COOS BAY
Mud Flats
Isthmus Slough
Southern Pacific
CENTRAL AVE.
BAYSHORE
Blossom Gulch
101
BROADWAY S.
LOCKHART AVE.
HARRIET ST.
BUNKER HILL
ENGLEWOOD
BLVD.
SOUTHWEST
Coalbank Slough
RED DIKE RD.
LIBBY RD.
Snedden Creek
SHINGLEHOUSE SLOUGH RD.
Coalbank Creek
120
40
20
80
240
320
200
160
280
400
▨ FILLED LAND
▨ DREDGING
▨ LOG STORAGE
▨ SHORELAND DEVELOPMENT
▨ DIKED LAND
0
500
1000
2000
Scale in feet

higher than high tide turbidity levels, which can mean that freshwater input is the primary cause of turbidity in the slough. Bottom conditions near the U.S. 101 Bridge range from very fine organic muds near the banks to sand, gravel, and woody debris near the channel's center. The muds can cause severe turbidity when disturbed. Sediments would likely remain suspended for extended periods of time due to tidal action and small particle sizes. High turbidities have been observed after dredging activities in Isthmus Slough. The pH levels in Coalbank Slough and lower Isthmus Slough are relatively higher than those observed for coastal freshwaters. The range observed here is from 7.0-7.8, which is intermediate between the slightly acid coastal freshwaters and more alkaline sea water (about 8.2). The standard (for marine and estuarine waters of the South Coast Basin) is 6.5-8.5, so no violations were observed.

Fecal coliform levels (an indicator of sewage pollution) exceeded the standard of 240 MPN/100 ml for non-shellfish growing estuarine waters several times in the study area. This is probably due in part to a nearby sewage treatment plant. Sewage waste causes a stress on receiving water, since it consumes oxygen in the process of being degraded. Dissolved oxygen levels drop to low levels during late summer-early fall, with improvement during winter and spring. The standard for dissolved oxygen here is 6 mg/l. Numerous violations were observed during warmer months. Below standard oxygen levels are sublethal to lethal for fish and invertebrates and can disrupt migration patterns. Sewage pollution and the extent of woody debris (bark, etc., from log storage) are primary reasons for the low oxygen levels, since considerable quantities of oxygen are consumed as they are being degraded by microorganisms. Other reasons for low oxygen levels include poor flushing of the slough (particularly Coalbank Slough) and low freshwater input.

Nitrate concentrations measured recently (Summer, 1979) were low, all well below the 10 mg/l level recommended by the Environmental Protection Agency. Phosphate levels were slightly elevated; in one case the 0.1 mg/l guideline was exceeded. This is probably related to the sewage treatment plant effluent. Of the two iron concentrations measured at Coalbank Slough in September, 1979, (low tide and high tide), one measurement (low tide) exceeded the DEQ standard of 0.1 mg/l.

In summary, the primary water quality problems apparent in the study area are seasonally low dissolved oxygen concentrations and high temperatures, and periodic problems with turbidity and fecal coliforms. Salinities seasonally range from moderate to high and pH levels are slightly alkaline. Nutrient and trace metal concentrations are moderate.

Aquatic Organisms

Many fish species are found in the Isthmus Slough-Coalbank Slough system. The most abundant fishes are: topsmelt, shiner perch, Pacific staghorn sculpin, and the threespine stickleback. Other fish found are: american shad, pacific herring, chinook salmon, snake prickleback, starry flounder, coho salmon, striped bass, and bay pipe fish. From gillnet sampling done in Coalbank Slough in October, 1979, Pacific staghorn sculpin were the most abundant fish; shiner perch and starry flounder were also found.

Adult coho salmon have been seined in Coalbank Slough and a spawning run of coho is known to occur in tributaries of Isthmus Slough. Salmonid use of Coos Bay is estimated to be as follows:

	Time of Spawning Migration	Spawning Peak	Juvenile Use of Estuary
Fall Chinook Salmon	Sept.-Jan.	Nov.	Feb.-Oct.
Coho Salmon	Oct.-Feb.	Dec.	Mar.-June

Shad are fished commercially in Coos Bay. Isthmus Slough had been used by striped bass, which seek out deep holes and channels, until low oxygen levels and chemical wastes apparently prevented all use of the slough by striped bass. Conditions have improved somewhat recently and the bass are appearing again. In February and March, striped bass fishing is popular from the banks of Isthmus Slough. No stripers have been seined or otherwise observed in Coalbank Slough, however.

Invertebrates important in the Coalbank Slough-Isthmus Slough system include clams, Dungeness crab, other crabs, a species of shrimp, barnacles, several species of amphipods and isopods, and polychaete worms. From gillnetting sampling done in October, 1979, Dungeness crabs (mostly young ones, 2-4") were found to be abundant. A shellfish survey of Coalbank Slough in October, 1979, found Baltic clams and soft-shell clams to be present in moderate numbers, with bentnose clams and Tellina present also. A bottom sample revealed the presence of isopods and amphipods. These organisms are very important fish food for salmonids and other fish; their numbers indicate good rearing conditions here. They are found primarily under algae, in eelgrass beds, on pilings and in other protected areas. Zooplankton, phytoplankton, and periphyton (food organisms for invertebrates and some fish) are also found in the Slough.

Also, there is much evidence of the presence of the wood-boring isopod Limnoria. This organism consumes wood for nourishment and can infest and destroy wood pilings and other wooden structures between the high and low waterlines. Many pilings in the project area show the classic shape of Limnoria infestation: sharpened pencils poised on their pointed ends. These relatively slow-acting organisms are present at salinities averaging about 15 ppt or higher. Salinities here are high enough during part of the year to support the wood-borer Bankia also. These organisms, called "ship-worms" but actually a type of mollusc, are present only at higher salinities (around 30 ppt) but their action is very fast. They can bore into and completely destroy a piling in as little as five months.

Biology

The environment of the south coast has a variety of complex habitat types because this is an area of interaction between the land and the ocean systems. Besides the ocean and bay, there are mudflats, dunes and beaches, salt marshes, fresh marshes, pastures and grasslands, rocky headlands, coniferous forests, and residential landscaped areas. Numerous wildlife species may be seen at some time during the year in this region. The Nature Conservancy has identified some special natural areas for inclusion in the Oregon Natural Heritage Program; several of these areas are heronries located within 15 miles of the bridge.

The Coalbank Slough watershed consists of 6.2 square miles, over half of which (56%) is coniferous forest. Pasture, grasslands, and residential areas make up most of the remainder. No area in the Coalbank Slough watershed is a candidate for the Natural Heritage Program.

The project area around the bridge consists of 147 acres as shown in Table 4. Most of the area is barren, 63 acres being permanently surfaced and 41 barren due to frequent vehicular and/or pedestrian traffic. The areas which do support plant growth are mostly relatively small parcels surrounded by barrens; food and cover are generally of low quality.

TABLE 4

HABITAT COMPOSITION OF THE PROJECT AREA

Habitat Class	Acres	% of Total
Nonproductive Barren Surface	104.4	71
Tideland and Aquatic	8.8	6
Grass and Grass Forb	17.6	12
Shrub and Thicket	10.3	7
Wooded	5.9	4
Total	147.0	

The role of wildlife in the project area is in contrast to the role of wildlife in the region. Past urbanization of the project area has resulted in an environment which is suited for only a few species of wildlife. Only 21 birds and mammals have been identified as common in the project area (compared to 66 species common in the watershed and 96 common in the Coos Bay area.) Mammals include domestic dogs and cats, the house mouse, deer mouse, and black rat. Birds include the American Coot, Gulls, Starling, Crow, Cowbird, Brewers Blackbird, Rock Dove, Robin, Rufous-sided Towhee, Flicker, Goldfinch, Song Sparrow, House Sparrow, and House Finch. Barn and cliff swallows are summer residents; some have built their nests under the bridge.

The Bald Eagle, which is designated a Threatened Species in Oregon, does occur in the Coos Bay region, but does not nest in the project area. Plants that are candidates for the Endangered Species List that may be found in the Coos Bay region include Hall's Thistle (*Cordylanthus maritimus var. palustris*), the Pitcher Plant (*Darlingtonia californicum*), Perennial Baeria (*Lasthenia macrantha*), and the Western Lily (*Lilium occidentale*). These plants were not found in the project area or have different habitat requirements than found in the project area.

Wetlands

Salt marshes and other wetlands are abundant in the area. The value of these wetlands lies in their important relationship to adjoining portions of the estuary. They provide habitat for a large variety of waterfowl, fish, mammals, insects and many other creatures, both migratory and permanent, through any stages of their life cycles. They act as sediment traps and as buffers against storm and wave action, and thus function in erosion and pollution control. They function importantly in flood conveyance, flood storage capacity, nutrient cycling, and as groundwater recharge areas. These areas also act to moderate temperature fluctuations in the adjacent estuarine waters.

There are 350 acres of wetlands in the study area (Coalbank Slough and a portion of Isthmus Slough), which breaks down into general habitat types as follows:

Habitat Symbol	Habitat Type	Areas (Acres)
A	Mud flats	87
B	Salt marshes	69
C	Diked-drained salt marshes	148
D	Shoreward wetlands	28
E	Subtidal waterways	18
	TOTAL	350

Figure 14 shows the individual wetlands studied as well as the general habitat type. Table 5 gives additional information on these wetlands.

The value of these wetlands by general habitat type and by function has been roughly rated. In this area, the mud flats, salt marshes, and subtidal waterways have a greater value rating (in terms of biologic, hydrologic, water quality, recreational, and cultural factors) than the diked-drained salt marshes and shoreward wetlands.

Salt marshes are a specific type of wetland associated with estuaries. They play an important role in the overall productivity of the system in which they reside, in this case, the Coos Bay estuary. Nutrients are

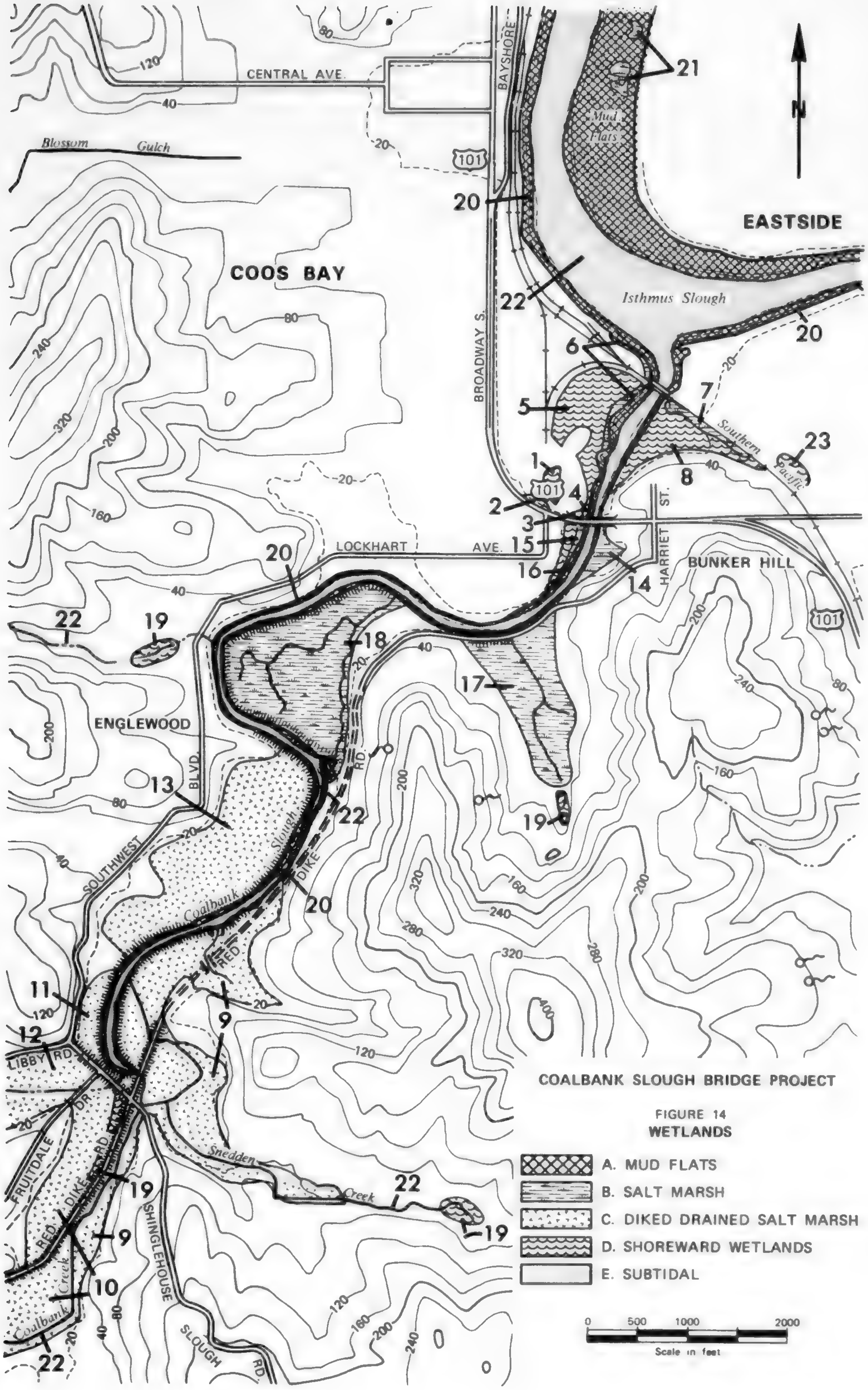
TABLE 5
WETLANDS IN THE STUDY AREA

Number	Habitat Type	Size (Acres)	% of Total Wetlands	% of that Habitat Type
1	D	.9	.3	5.7
2	D	.1	0	.6
3	D	.3	0	1.9
4	B	.1	0	.1
5	D	2	.6	12.6
6	B	2	.6	2.9
7	B	2	.6	2.9
8	D	8	2.4	50.3
9	C	67	20.0	45.3
10	C	23	6.8	15.5
11	C	5	1.5	3.4
12	C	10	3.0	6.8
13	C	43	12.7	29.0
14	B	2	.6	2.9
15	B	1	.3	1.4
16	D	1	.3	6.3
17	B	25	7.4	36.2
18	B	35	10.4	50.7
19	D	3	.9	18.9
20	A	87	25.8	100
21	B	2	.6	2.9
22	E	18	5.3	100
23	D	.6	.2	3.8

trapped by waves and tides in the salt marshes, and the result is tremendous plant growth. As the plants die, they break into particles, becoming areas for microorganism colonization -- a highly concentrated food source. In addition, there is intense algal production. These form the base of the food web, providing for other species (such as fish and shellfish) in the estuary.

Small salt marshes exist to the northwest and southwest of the highway bridge (Areas #4 and #15). Southeast of the bridge is a small salt marsh (Area #14) that has been partially filled in connection with a trailer park expansion; the Army Corps of Engineers will not allow the remaining half to be filled.

Some larger salt marshes are located upstream of the highway bridge, some of which are already partially or entirely diked. These areas may be converted in the future if pressure for water-related development increases. Area #17, a 25-acre sedge marsh, remains connected with the slough only via two four-foot culverts. Area #18 is larger (35 acres) and is better connected with the slough, being only partially diked. This wetland has been proposed



CENTRAL AVE.
BAYSHORE
BROADWAY S.
101
Blossom Gulch
COOS BAY
EASTSIDE
Mud Flats
Isthmus Slough
Southern Pacific
LOCKHART AVE.
HARRIET ST.
BUNKER HILL
ENGLEWOOD
SOUTHWEST BLVD.
Coalbank Slough
DIKE RD.
LIBBY RD.
FRUITDALE DR.
SHINGLEHOUSE SLOUGH RD.
Snedden Creek
Coalbank Creek
N
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
A. MUD FLATS
B. SALT MARSH
C. DIKED DRAINED SALT MARSH
D. SHOREWARD WETLANDS
E. SUBTIDAL
0 500 1000 2000
Scale in feet

COALBANK SLOUGH BRIDGE PROJECT

FIGURE 14
WETLANDS

for a marina. Area #9 is a salt marsh which had been diked and drained. A break in the dike and in Red Dike Road exposed part of that area to tide waters and it began reverting back to salt marsh vegetation. In October, 1979, the dike was repaired, however, so the reversal has terminated. Other former salt marshes upstream have been diked and drained and some portions of these are used for pasture.

To the north of the highway bridge are filled, poorly developed scrubby wetlands (Areas #5 and #8) dominated by red alder, with scouler willow, broom, spike bent-grass, rushes, bulrushes, and grasses present. This area lies about two feet above the mean high-water line; tests show the soil to be nearly impervious.

Existing Visual Environment

The prime visual interest in the project area is the slough. At low tide, the mud flats are visible. At high tide, the water rises to the vegetation line, providing a pleasing view. While the urbanizing nature of the project area is apparent, views to the north and south from the bridge appear fairly rural and tranquil. The large open space northwest of the bridge adds to this atmosphere.

The visual appearance of the project area is significantly affected by the nature of development along Highway 101, which is basically strip commercial development. Such highway-oriented strip development tends to be visually cluttered with no distinguishable pattern.

Cultural Resources

Several properties in Coos Bay are listed or eligible for the National Register of Historic Places. The Marshfield Sun Printing Plant, 1049 N. Front Street, was built in the late 1800's and is listed in the National Register. Several other commercial buildings and residences are also eligible for the National Register, but neither these nor the printing plant are in the project affected area. The Southern Pacific Railroad Depot (at Elrod Avenue on Broadway Street) dates from 1916-1920 and is located just north of the project area. There are 22 other properties in Coos Bay that are listed in the Statewide Inventory of Historic Sites and Buildings; none of these are located in or near the project study area.

Prior to pioneer settlement, the Coos Bay area was inhabited by the Coos Tribe of the Kusan Indian family. The Coos Indians continued to live in the area until they were moved to the Siletz Reservation in 1855. Some archeological sites have been found around the Bay but there are no known sites along Coalbank Slough. Most of the project area is fill land and much is paved or built upon; consequently, the prospect of finding undisturbed archeological sites is extremely remote.

Human Resources

The population in 1979 for Coos County was 63,500; the annual rate of population growth since 1970 being 1.4 percent (compared to an average of 2.4 percent for the state). About half the population of Coos County lives in the Coos Bay area (North Bend, Coos Bay, Bunker Hill, and Eastside). The population of Coos Bay was 13,466 in 1970 and 14,550 in 1979; the population of Bunker Hill was 4,601 in 1970. Population growth in the cities had been slow, but in 1978-79 the rate was equal to the statewide average. Much of this population has come from the rural areas of the county and from out-of-state. Population projections done through the year 2000 show the population of Coos County continuing to increase but not as much as the state as a whole; Table 6 shows these projections. It is expected that the Coos Bay area will continue to increase in population at a faster rate than the rest of the county because it is the economic center for the county.

TABLE 6
POPULATION PROJECTIONS FOR COOS COUNTY AND OREGON, 1980-2000

		Projected Total Population				
Area	Projection	1980	1985	1990	1995	2000
Coos County	High	64,200	70,400	76,700	84,300	92,000
	Medium	63,600	68,300	72,400	76,900	80,700
	Low	63,000	66,900	69,600	72,300	73,800
	BPA	64,200	68,550	71,500	73,700	74,850
Oregon	High	2,542,523	2,822,586	3,126,367	3,442,042	3,761,465
	Medium	2,517,372	2,738,583	2,951,277	3,141,962	3,301,361
	Low	2,496,982	2,679,602	2,835,938	2,952,949	3,020,208
	BPA	2,575,500	2,814,200	3,003,000	3,165,200	3,306,400

		Projected Annual Rate of Growth - Percent				
		1980-85	1985-90	1990-95	1995-2000	1980-2000
Coos County	High	1.93	1.79	1.98	1.83	2.17
	Medium	1.48	1.20	1.24	0.99	1.34
	Low	1.24	0.81	0.78	0.42	0.86
	BPA	1.36	0.86	0.62	0.31	0.83
Oregon	High	2.19	2.15	2.02	1.86	2.39
	Medium	1.76	1.55	1.29	1.02	1.56
	Low	1.46	1.17	0.83	0.46	1.05
	BPA	1.85	1.34	1.08	0.89	1.42

SOURCE: "State of Oregon, Population Projections for Oregon and its Counties: 1975-2000," Center for Population Research and Census, Portland State University, CPRC-Series P-2 #2, February, 1976; and Bonneville Power Administration, "Oregon Population, Employment & Households Projected to 2000," U.S. Department of Energy, Portland, Oregon, September, 1979.

Population characteristics help show potential problems in the labor force. For Coos County, the percentage of the population in the 15-24 year age group is less than the statewide average; this group is the source of future labor supply and is leaving the county for other opportunities. The County's economy is not providing the opportunities for this age group. Minorities are about 2.3 percent of total population and so play a minor part in the labor force. Minorities have a higher unemployment rate than the white population (8.7 percent versus 6.1 percent). The female population, although making up 49.8 percent of the Coos County population, provides only 35 percent of the total labor market (compared to almost 50 percent for the state). There are fewer families below the poverty level in the county and in the city than the average for the state. The income level appears to be slightly higher than the average for the state. This is due to the dominance of the lumber and wood products industry, which is high paying. The education level of Coos County and of the Coos Bay area is lower than for the State of Oregon. Only 50 percent of persons above 25 in the county have completed high school (versus 60 percent for the State).

The age of residential and rental housing in Coos County is older than similar housing for the state; this indicates that less new housing was built in Coos County than elsewhere. Most of the homes in Coos county are in the modest-valued range, and mobile homes are becoming a large proportion of the total housing stock. In Coos Bay, the housing market has traditionally been tight as characterized by low vacancy rates, and still is only 2.6% despite an increase in the number of units since 1970 of 20.5%. A 1977 city housing survey shows that 64% of the housing is in "good" condition; 30% is in "fair" condition, and 6% is in "poor" condition. With rising housing prices, high interest rates, and higher down payments, it is estimated that 70% of the families are excluded from purchasing a new home. Even for the lower cost mobile homes, 38% of the families cannot afford the price. Future demand for housing will continue, but conditions due to income levels, housing prices, high interest rates, and high down payments will preclude many of the families from buying them. Hence all low-income housing is needed and should not be removed, and if removed adequate replacements may not be available.

Economic Resources

Coos County's economy has developed from its natural resources, the forest and the sea. The economy has become dependent upon the lumber and wood products industry, commercial fisheries, and recreation and tourism, in that order of importance. Agricultural and mineral industries have declined in importance over the years. Table 7 summarizes non-agricultural employment in Coos County by industrial category.

Approximately 900,000 acres of Coos county (87 percent of the total land area) are devoted to commercial forests. The majority of the standing saw timber in the county (67 percent) is located on public lands with 23 percent on forest industry lands and 10 percent on small private plots. The result has been the dominance and the importance of the wood products industry

TABLE 7

COOS COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT BY PLACE OF WORK

Industry	Annual Average			Change From				Importance of Industry in %		
	FY 1978	FY 1979	FY 1980	FY 1978-79 No.	FY 1978-79 %	FY 1979-80 No.	FY 1979-80 %	FY 1978	FY 1979	FY 1980
Manufacturing	6,250	6,330	6,270	80	1.3	- 60	-0.9	28.9	28.4	27.4
Durable Goods	5,450	5,460	5,300	10	0.2	-100	-1.8	25.2	24.5	23.4
Lumber & Wood	5,170	5,100	4,980	-70	-1.4	-120	-2.4	23.9	22.9	21.8
Other Durable Goods	280	360	380	80	28.6	20	5.6	1.3	1.6	1.7
Nondurable Goods	800	870	910	70	8.8	40	4.6	3.7	3.9	4.0
Food Products	450	510	540	60	13.3	30	5.9	2.1	2.3	2.4
Other Nondurable Goods	350	360	370	10	2.9	10	2.8	1.6	1.6	1.6
Nonmanufacturing	15,410	15,920	16,600	510	3.3	680	4.3	71.1	71.6	72.6
Contract Construction	820	880	920	60	7.3	40	4.5	3.8	4.0	4.0
Transp. Comm. & Utilities*	1,770	1,800	1,850	30	1.7	50	2.8	8.2	8.1	8.1
Trade	4,320	4,440	4,580	120	2.8	140	3.2	19.9	20.0	20.0
Wholesale	620	640	670	20	3.2	30	4.7	2.9	2.9	2.9
Retail	3,700	3,800	3,910	100	2.7	110	2.9	17.1	17.1	17.1
Fin., Ins. & Real Estate**	820	880	950	60	7.3	70	8.0	3.8	4.0	4.2
Service & Miscellaneous	2,850	3,020	3,020	170	6.0	180	6.0	13.2	13.6	14.0
Government	4,830	4,900	5,100	70	1.4	200	4.1	22.3	22.0	22.3
TOTAL	21,660	22,250	22,870	+590	+2.7	+620	+2.8	100.0	100.0	100.0

SOURCE: Employment Division, Department of Human Resources, State of Oregon.

*Transportation, Communications & Utilities.
**Finance, insurance & real estate.

on the Coos County economy. This is shown in Table 7, where employment in lumber and wood products industries comprises about 80 percent of the employment in manufacturing. However, the number of people employed has been declining in recent years.

The County is an important coastal fishing area. 1977 landings of almost 21 million pounds of raw seafood were worth almost $9 million to fishermen of the cities of Coos Bay and Bandon. Coos Bay is the largest fish landing port in the County; Coos County was ranked second among Oregon counties in terms of average landings and value for the five year period from 1971 to 1975. There is need to accelerate development of previously under-utilized fisheries and the use of aquaculture so that growth of commercial fishing and processing can become viable alternatives to the timber development economy of Coos County.

Tourism is an important component of the Coos County economy. Although it fluctuates seasonally, it has exhibited long-term growth. The Pacific Ocean is a major tourist generator in the state and so numerous view points and beach access routes have been opened up. Deep sea fishing has also grown tremendously in popularity. The fresh water and forest resources of Coos County are also popular for recreation and their scenic beauty. Tourist activity will remain an important sector of the economy in the future, although major investments may have to be made in the future to attract Oregonians from other recreation areas. Because of the distance of this area from population centers and the continually rising cost of gasoline, this industry may be depressed for the next few years.

There are persistently higher unemployment rates in Coos County than for the rest of the state and the nation. This high unemployment rate is due to several factors: (1) the slow decline of the lumber and wood products industry due to continued plant automation, a decrease in wood supply, and high interest rates affecting demand, (2) the seasonal and cyclical nature of the wood products industry, and (3) insufficient economic diversification to produce new employment opportunities to take care of the labor excess and new people entering the labor market. The decline in the manufacturing sector has been offset by growth in the nonmanufacturing sector, but this will not necessarily continue in the future. The commercial fisheries and tourist industries may develop in the future but not by much in the short-term.

Planning and Zoning

The City of Coos Bay, Coos County, and the Coos-Curry Council of Governments are the primary political jurisdictions in the project area. Coalbank Slough forms part of the southeast boundary of the city. East of the slough is the unincorporated community of Bunker Hill and south of that an area referred to as Bay Park; these are under the jurisdiction of Coos County.

The Oregon Land Conservation and Development Commission (LCDC) has established 19 statewide land use planning goals (see Appendix B) which must be addressed in local comprehensive plans. Local plans are in the process of being revised, as is the case with the City of Coos Bay, or being written for the first time, as is the case with Coos County.

The City of Coos Bay has completed the proposed Coos Bay Comprehensive Plan (Second Draft). The draft plan reiterates the need for improvement or replacement of the Coalbank Slough Bridge, and general improvement to Highway 101 in Bunker Hill. Goals and strategies in the plan include: preservation and protection of riparian vegetation: consideration and protection of open space and aesthetic and scenic areas (ensuring that development is compatible with these areas); and maintenance of Coalbank Slough as a navigable waterway.

The city's plan map (see Figure 15) delineates growth areas from conservation and open space areas. Land under city jurisdiction in the project area is designated "Estuary Study Area", and is bordered by land designated "Commercial." The "Estuary Study Area" designation results from the LCDC Coastal Shorelands Goal (#17) requirement that a special area be set aside for inventory, study, and planning for future uses. The estuary study is being conducted by the Coos-Curry Council of Governments (COG). For areas designated "Commercial", good access is considered important. A need for additional small boat moorage facilities has been identified in the Coos Bay area. The City of Coos Bay has in the past and continues to maintain that property along Coalbank Slough be available for marine and/or industrial development.

The Coos County plan is still being worked on. Bunker Hill will be treated as an urbanized area. The Bay Area Urbanization Study (First Draft) was completed by the Coos County Planning Department in January, 1980. This study indicates general population and development trends for the unincorporated upland areas outside of the Coos Bay city limits. The study includes recognition of the necessity for replacement of the Coalbank Slough Bridge and includes a draft map (Existing Road System with Proposed Improvements), which shows a new Coalbank Slough bridge slightly north of the existing bridge.

While there is no current plan map for Coos County, the plan in the Bunker Hill area is expected to follow current zoning; no substantial changes are expected. However, current zoning does allow some development in fragile areas along the slough, and thus the statewide land use goals are applicable and a finding of effect of a proposed development or rezoning would have to be made by Coos County before any action could occur.

The currently proposed urban growth boundary for Coos Bay is the city limits, since there is adequate land within the current city limits for residential and commercial expansion to accommodate urban growth to the year 2000. Through a mutual agreement between Coos County and the City of Coos Bay, the County has proposed an urban growth area east of Coalbank Slough.

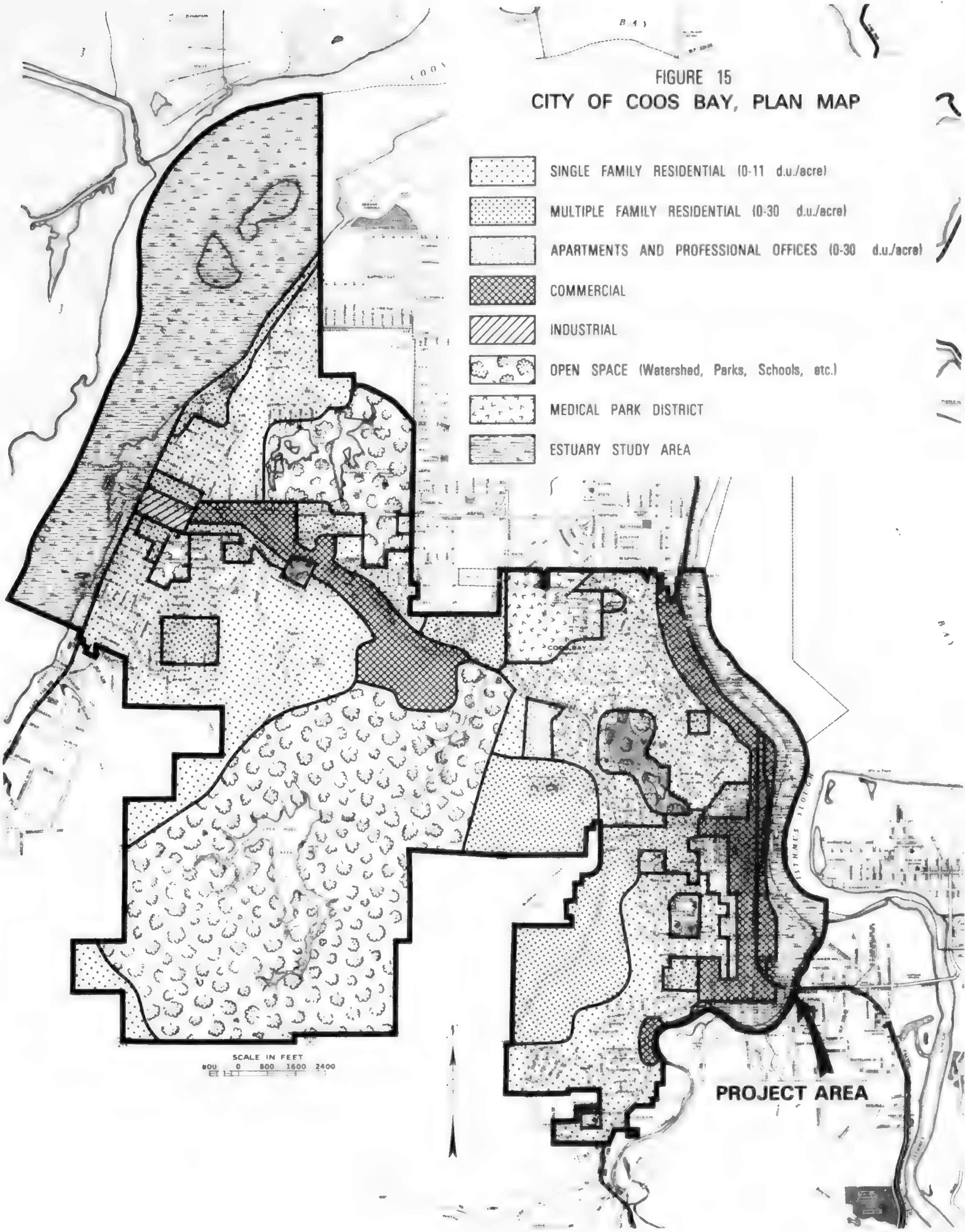


FIGURE 15

CITY OF COOS BAY, PLAN MAP

SINGLE FAMILY RESIDENTIAL (0-11 d.u./acre)
MULTIPLE FAMILY RESIDENTIAL (0-30 d.u./acre)
APARTMENTS AND PROFESSIONAL OFFICES (0-30 d.u./acre)
COMMERCIAL
INDUSTRIAL
OPEN SPACE (Watershed, Parks, Schools, etc.)
MEDICAL PARK DISTRICT
ESTUARY STUDY AREA
COOS
BAY
ISTHMUS SLOUGH
SCALE IN FEET
800 0 800 1600 2400
PROJECT AREA

This urban growth area would be managed by Coos County and includes Bunker Hill, Bay Park, and vacant forest and to the west of Bay Park. Although this area has some agricultural soils*, according to the county, the vacant land is considered necessary and suitable for eventual urbanization.

The Coos-Curry Council of Governments is coordinating the interjurisdictional development of the Coos Bay Estuary Plan. Coos Bay has been classified as a deep-draft development estuary by LCDC. A preliminary Estuary Management Plan has been formulated by the COG and their consultant. To address the Estuarine Resources Goal (#16), which deals with the area below the line of aquatic vegetation, the plan defines the following aquatic management categories: Natural Aquatic, Conservation Aquatic, and Development Aquatic. To address the Shorelands Goal (#17), covering the area above the line of aquatic vegetation shoreward at least 1,000 feet, the plan defines the following shoreland management categories: Natural Shorelands, Conservation Shorelands, Rural Shorelands, Urban Development, Urban Water Dependent, Urban Reserve. Various uses and activities are designated as allowable with standards/conditional/or not allowable within each of these categories.

The Coos Bay estuary, including Coalbank Slough, was divided into segments where the same management category would apply. The proposed category for the water area of the slough is Conservation Aquatic, with a high priority given for a small-scale, shallow draft moorage toward the mouth of the slough. The east shore (south of the railroad bridge and north of the marshes) would be Urban Development. "This would be the most appropriate area for upland support for moorage should it occur" and it would be consistent with the intensive mix of uses that currently exist there. The two large salt marshes on the southeast shore of the slough would be designated Natural Aquatic in order to protect their natural productivity. The upland area bordering the two wetlands would be designated Conservation Shorelands to protect the marshes and yet provide a transition to the urban uses. The land along the southern part of the slough would be designated Rural Shorelands due to their agricultural value, flood hazard, and potential for mitigation projects. The land on the northwest side of the slough (from the railroad bridge to the diked agricultural land) would be designated Urban Development due to its already intensively developed urban character.

Zoning in the project area is shown in Figure 16 and given in Table 8. Most of the land in the project area under the city's jurisdiction is zoned Industrial -- Heavy Industrial, Light Industrial, and Waterfront Industrial.

Coos County zoning is considered interim at this time. Zoning will be finalized in accordance with plan adoption. Coos County zoning in the project are is Interim General Commercial, Interim Residential (IR-1 and IR-2), and Interim Marine Industrial. Figure 16 includes Coos county zoning along Coalbank Slough to the Red Dike Road/Coalbank Slough crossing. Of particular significance are the Interim Agricultural (IA-10) and Interim Residential (IR-2) zones in the large salt marsh west of Red Dike Road; this area has been proposed for a marina development.

---

*Defined by LCDC to have an Agricultural Capability Class of I to IV.

TABLE 8

ZONING CATEGORIES IN THE COALBANK SLOUGH AREA

City of Coos Bay

I-3	Heavy Industrial District
I-2	Restricted Industrial District
I-W	Waterfront Industrial District
C-3	Highway Commercial District

Coos County

IH-1	Interim Heavy Industrial Zone
IL-1	Interim Light Industrial Zone
IM-1	Interim Marine Industrial Zone
IC-1	Interim General Commercial Zone
IFG-10	Interim Forest and Grazing Zone
INR	Interim Natural Resource Zone
IA-10	Interim Agricultural Zone
IRR-5	Interim Rural Residential Zone
IR-3	Interim Residential Zone (single- and multi-family dwellings; planned unit developments)
IR-2	Interim Residential Zone (single- and two-family dwellings)
IR-1	Interim Residential Zone (single-family dwellings)

Existing Land Use and Trends

Land use for the project area is shown in Figure 17. To the west of the slough, most of the property along Highway 101 is in commercial use with some vacant land adjacent to the slough. Land use to the east of the slough is typified by strip commercial use along Highway 101, backed by residential use (generally single-family). An open space buffer and steep slope separate the residences along Howard Avenue from the large open area immediately to the north. This area is zoned for, but not currently utilized for, intensified industrial use. A large Georgia Pacific mill is located north of the railroad tracks off of Mullen Street. Southeast of the slough, there is a small area of open space, some of which is being filled to expand the adjacent trailer court. A church is also located along Highway 101 east of the slough. Some multi-family uses and small pockets of industrial use are located in the project area. Some residential, industrial, and commercial use has developed along the slough to the south but most of the land is in open space, wooded, or in pasture.

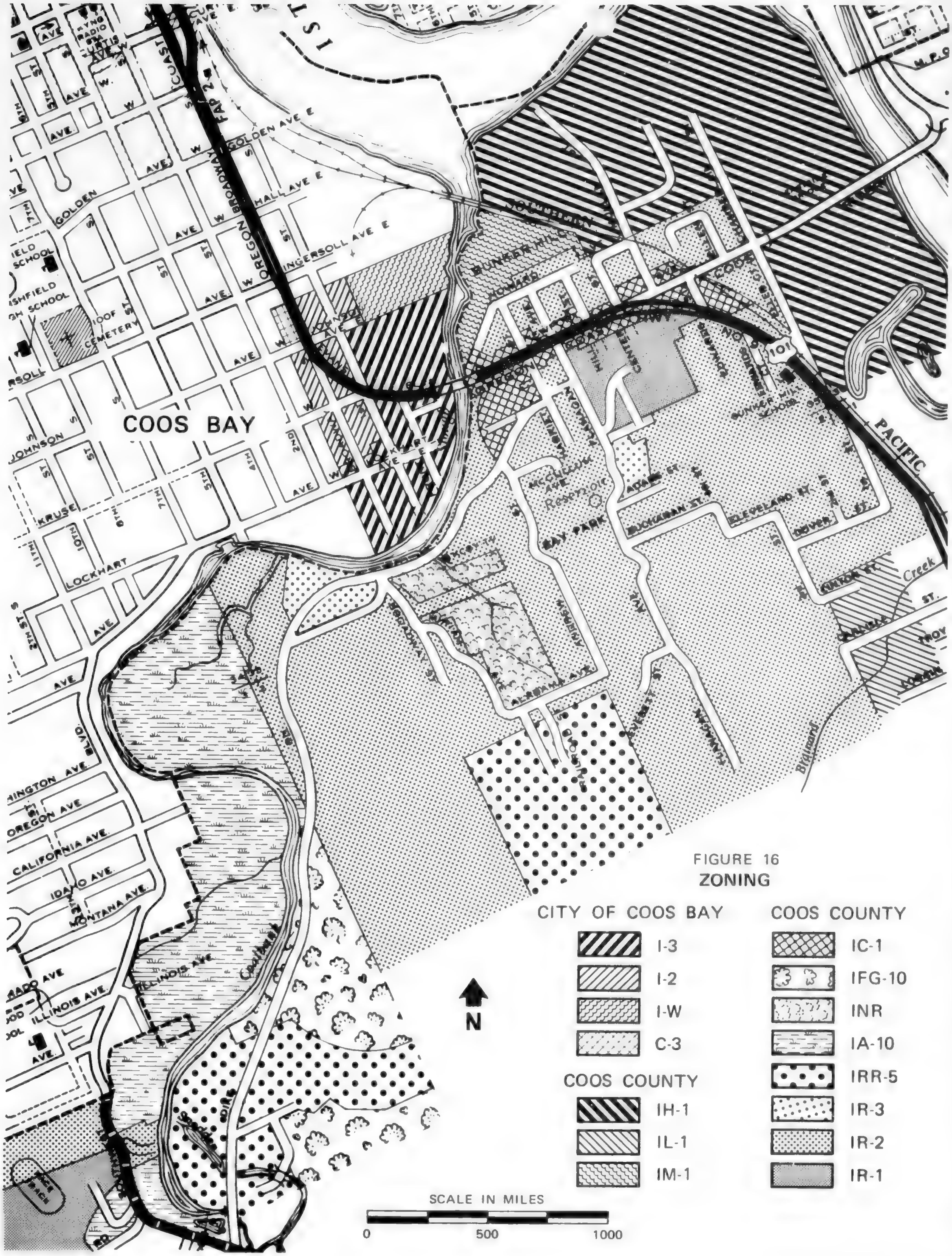

COOS BAY
CITY OF COOS BAY
I-3
I-2
I-W
C-3
COOS COUNTY
IH-1
IL-1
IM-1
COOS COUNTY
IC-1
IFG-10
INR
IA-10
IRR-5
IR-3
IR-2
IR-1
N
SCALE IN MILES
0
500
1000
GOLDEN AVE E
HALL AVE E
INGERSOLL AVE E
OREGON
BROADWAY
COAST
FAP 24
GOLDEN
MARSHFIELD HIGH SCHOOL
IOOF CEMETERY
JOHNSON
KRUSE
LOCKHART
BUNKER HILL
NEWMARK
101
BUNKER HILL SCHOOL
PACIFIC
BAY PARK
ADAMS ST
BUCHANAN ST
CLEVELAND ST
DOVER
FENTON ST
Creek
ST
TROY
ALABAMA AVE
Brainard
WASHINGTON AVE
OREGON AVE
CALIFORNIA AVE
IDAHO AVE
MONTANA AVE
ILLINOIS AVE
Coalbank

FIGURE 16

ZONING

Growth is presently occurring in and around the City of Coos Bay. Urban-type development adjacent to the city could place additional demands on city services. Bunker Hill is committed to urban development. Presently, much of the development in the city and in the project area has been concentrated in redevelopment of existing residences and structures as opposed to new construction. Some new housing, including mobile homes, has recently been developed on the wooded hillside on the southeast side of the slough. In addition, a new planned unit development (PUD) is to be constructed east of Red Dike Road; the 80 acres will contain 215 dwelling units consisting of both single- and multiple-family units.

There are few vacant sites for future commercial and industrial development in the Bunker Hill area. Most of the available sites are small and scattered. A commercial development within the city limits is planned northwest of the Coalbank Slough Bridge in the large, open area. This is one of the few remaining fairly level areas in the City of Coos Bay available for commercial or industrial development. Current plans include a restaurant and a motel. A boat moorage has been proposed in the large salt marsh along the slough and upstream from the bridge. According to the landowner, eventual plans include a restaurant and perhaps, condominiums.

Public Services

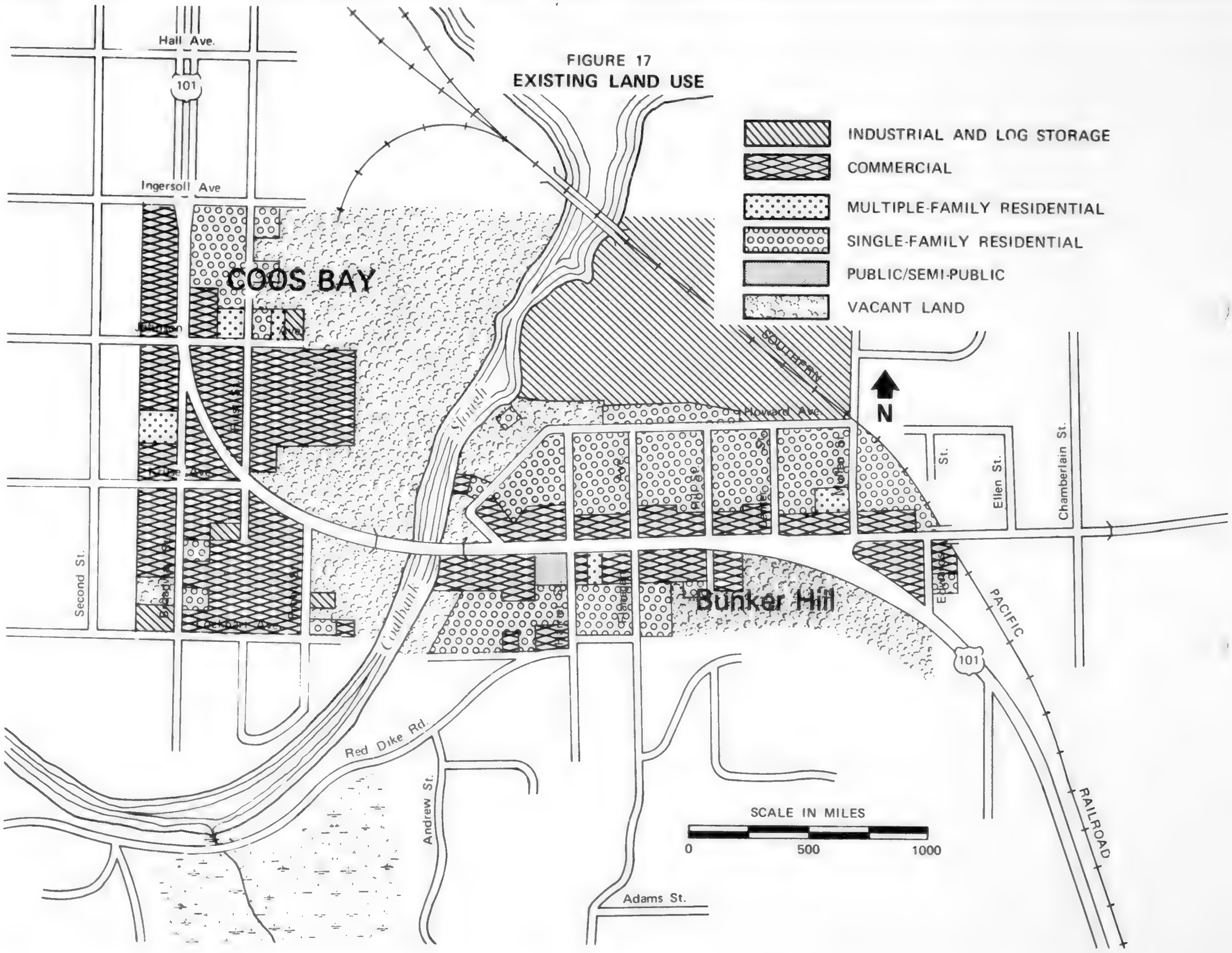
Sewer. A regional sewerage system has been established by the City of Coos Bay providing service to the city, Bunker Hill, most of Bay Park, and others on a contractual basis. The treatment plant that serves Bunker Hill is having problems with storm water separation from sanitary sewer lines, and with ground-water infiltration into the system because of the age of the system. Most of the area has severe limitations for septic tanks. There are no immediate plans for extension of the sewer lines along Coalbank Slough, except for the proposal to extend sewer lines from the Bunker Hill system to serve the proposed planned unit development east of the Red Dike Road.

Water. The Coos Bay-North Bend Water Board serves the area to the west of the slough and along portions of the east side of the slough (up to the vicinity of the TV station--about 1,500 feet south of the bridge). There is currently no water service provided to areas southwest of the TV station. Portions of Bunker Hill and Bay Park are served by the Bay Park-Millington Water District.

There are two water mains crossing the bottom of the slough in the vicinity of the bridge. Both are located south of the bridge: the 10" main about 30' south and the 16" main about 70' south. These lines serve all areas east of the slough which are served by city water.

Schools. School District No. 9 provides public educational services within central Coos County, including the City of Coos Bay. Marshfield High School in Coos Bay draws approximately 40% of its enrolled students from the area east of Coalbank Slough. Millicoma Junior High School in Eastside

FIGURE 17
EXISTING LAND USE



INDUSTRIAL AND LOG STORAGE
COMMERCIAL
MULTIPLE-FAMILY RESIDENTIAL
SINGLE-FAMILY RESIDENTIAL
PUBLIC/SEMI-PUBLIC
VACANT LAND
N
COOS BAY
Bunker Hill
Hall Ave.
101
Ingersoll Ave
Second St.
Howard Ave.
Ellen St.
Chamberlain St.
St.
SOUTHERN
PACIFIC
RAILROAD
Slough
Coalbank
Red Dike Rd.
Andrew St.
Adams St.
SCALE IN MILES
0
500
1000

serves parts of Coos Bay, Bunker Hill, Eastside, and additional areas to the south; approximately 125 students (35-40% of the enrollment) are from the west side of Coalbank Slough. A kindergarten located in the Bunker Hill Elementary School also draws attendance from the city.

The Coalbank Slough Bridge is utilized as a school bus route for many buses during the school year. There are about 98 daily bus trips (including kindergarten buses) across the bridge, and an additional 15 activity buses daily. The majority of these trips occur between 7:30-8:20 a.m. and 3:05-4:10 p.m. The kindergarten buses also operate on a schedule between 11:00 a.m. to 1:00 p.m.

Health. The area is served by the Bay Area Hospital, near the northern city limits on Thompson Road. Areas to the east of Coalbank Slough are provided ambulance service from the west side.

Fire. Fire protection to the city is provided by two stations, one in the downtown core and the other in western Coos Bay. Fire service to Bunker Hill is provided on a contractual basis by the Coos Bay Fire Department. The Millington Rural Fire District serves other areas on the east side of Coalbank Slough.

Police. Areas west of the Coalbank Slough Bridge are served by city police; areas east by the county sheriff and the Oregon State Police.

Transportation

Route 101, the Oregon Coast Highway, is the major north-south roadway along the coast. In this part of the south coast, it connects Reedsport, North Bend, Coos Bay, Bandon, and Port Orford. Route 101 splits into a couplet on Broadway Street and Bayshore Drive as it goes through downtown Coos Bay. It merges again near Elrod Avenue and is a four-lane roadway as it crosses Coalbank Slough. As shown in Table 1, average daily traffic (ADT) is 31,650, six percent of which are trucks. This is the busiest portion of Highway 101. Because of seasonal tourist traffic on the Oregon Coast Highway, summer daily traffic can be as much as 140 percent of the annual average ADT. Also, winter daily traffic can fall to 70 percent of the annual average ADT. The hourly traffic distribution is shown in Figure 18. It can be seen that most of the traffic occurs during the day and that the peak occurs between about four and six in the afternoon. During the peak truck hour, the present level of service* is "C", stable traffic flow with acceptable delays.

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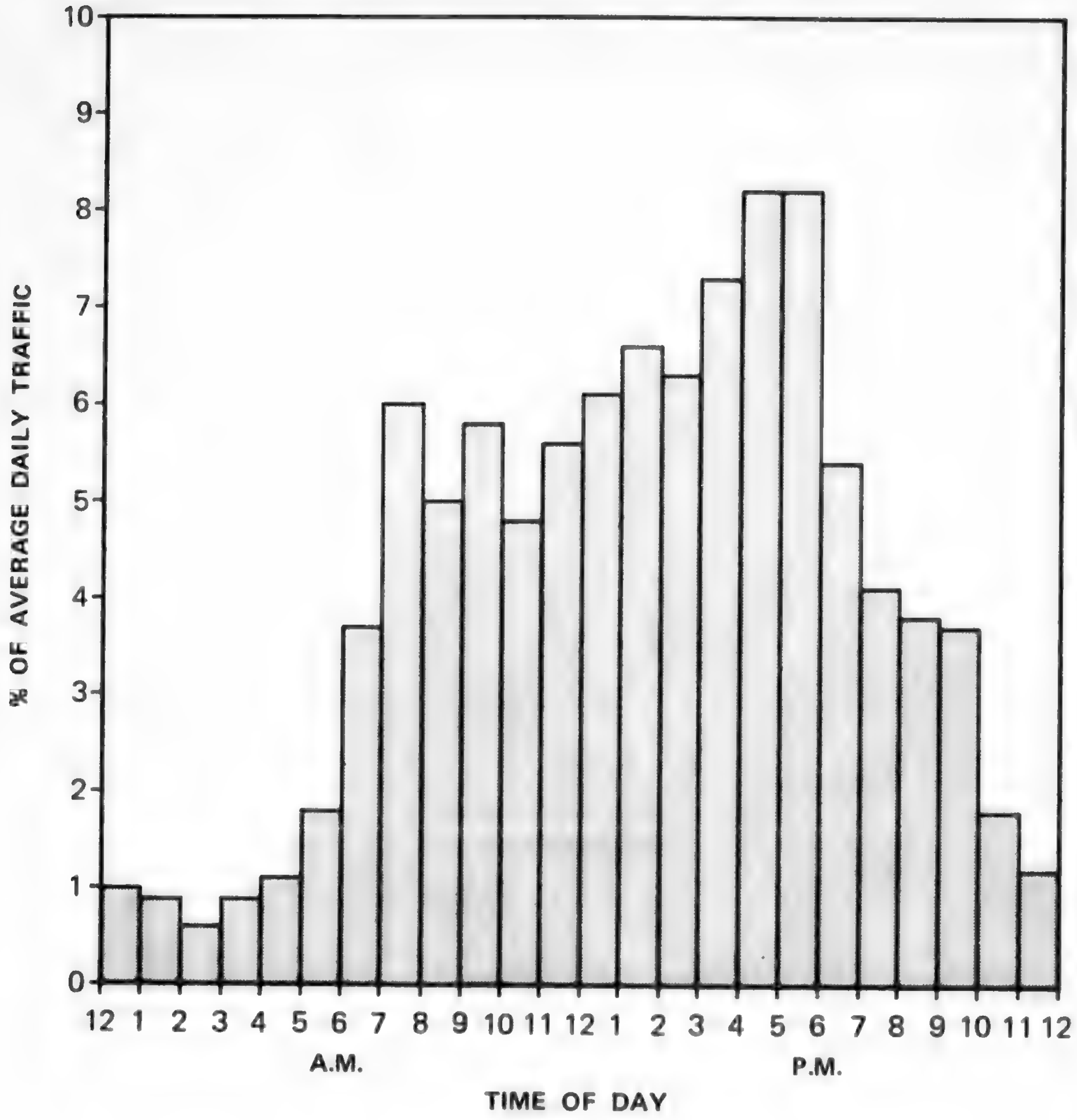
*Level of service describes the quality of traffic flow. Six levels of service have been established and are designated A through F, from the best to the worst traffic conditions.

FIGURE 18
HOURLY TRAFFIC DISTRIBUTION



A number of accidents have occurred along this section of the Oregon Coast Highway; 230 have occurred in the five years between January 1975 and December 1979. As shown in Table 9, most of them were rear-end or turning accidents. This may be due to the number of cross streets along the approaches and the lack of a wide median to provide refuge for turning vehicles. The narrow width of the lanes may contribute to the number of sideswipe accidents. For the five-year period, the overall accident rate was 7.25 accidents per million vehicle miles, which is 33 percent higher than the comparable statewide accident rate.

TABLE 9

ACCIDENTS ON THE OREGON COAST HIGHWAY IN THE VICINITY OF THE COALBANK SLOUGH BRIDGE*

Year	COLLISION TYPE										ALL COLLISIONS	ACCIDENT RATE (accidents per million vehicle miles)		
	Angle	Head-on	Rear-end	Sideswipe Overtaking	Turning	Parking	Fixed Object	Pedestrian	Backing	Miscellaneous		Accident Rate in the Project Area	Comparable State-wide Accident Rate	
1975	4	1	16	3	9	1	2	1	1		38	6.53	6.38	
1976	1	2	28	3	11	1		1			47	7.97	5.28	
1977	2		27	3	14		1	1	1		49	7.84	5.33	
1978	3	1	19	5	15		3	1	1		48	7.04	5.23	
1979	6		18	6	17					1	48	6.92	5.11	
5-Year Total	16	4	108	20	66	2	6	4	3	1	230	7.25	5.44	5-Year Average

* This covers accidents reported between M.P. 238.85 and 239.59

Water transportation is an important function in the Bay. The Port of Coos Bay handles fish, wood chips, and other goods. Deep-draft navigation extends up Isthmus Slough and a turning basin is located near the mouth of Coalbank Slough. As discussed in the History of the Bridge section, the bridge has not opened since 1955 for upstream navigation, and before that, had not opened very often. This indicates that the area of Coalbank Slough upstream of the bridge has not been used by boats whose vertical dimensions require the opening of the bridge. This may in part be due to existence of a railroad bridge over the slough near the mouth which has an even lower vertical clearance when closed. The Coast Guard* has made the preliminary determination that a highway bridge with at least 20 feet of vertical clearance (at M.H.W.) at or near the existing site would meet the reasonable needs of navigation.

Air Quality

Air pollution concentrations in an area relate to the amount of pollutants emitted by various sources and the climatology of the area. For example, low winds and stable air stratification are conducive to the build-up of high pollutant concentrations. The Coos Bay area does have good air circulation and thus the air quality is generally very good. The mean wind speeds in all months are high, averaging 6.8 mph in October, the lowest month.** The percentage of calms is low ranging from 4.1% in March and July to 12.1% in September. The frequency of stable air stratification along the coast of Oregon is also relatively low.

Air quality standards have been established by both the federal government and by Oregon; see Table 10. An area in which the federal standards are violated is designated an air quality maintenance area (AQMA). In such areas the Clean Air Act Amendments make the control of sources of air pollution compulsory. The Coos Bay area has not been so designated.

Only one of the pollutants in Table 10 is measured in the Coos Bay area -- total suspended particulates (TSP). Measurements for the past ten years are summarized in Table 11. None of the TSP standards have ever been violated. However, the Oregon 24-hour standard was exceeded once in 1970, 1971, 1973, and 1977; (if the standard is exceeded two times in one year, it constitutes a violation).

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*See letter in Appendix C.

**Measured at North Bend Airport.

TABLE 10

U.S. AND OREGON AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	Federal Standards		Oregon Standards
		Primary (Health)	Secondary (Welfare)	
Total Suspended Particulate	Annual Geometric Mean	75 ug/m^{3*}	60 ug/m^3	60 ug/m^3
	24 hours (1)	260 ug/m^3	150 ug/m^3	150 ug/m^3
	Monthly (2)	-	-	100 ug/m^3
Ozone (4)	1 hour	235 ug/m^3 (3)	235 ug/m^3 (3)	160 ug/m^3 (3)
Carbon Monoxide	8 hours (1)	10 mg/m^{3**}	10 mg/m^3	10 mg/m^3
	1 hour (1)	40 mg/m^3	40 mg/m^3	40 mg/m^3
Sulfur Dioxide	Annual Arithmetic Average	80 ug/m^3	-	60 ug/m^3
	24 hours (1)	365 ug/m^3	-	260 ug/m^3
	3 hours	-	1300 ug/m^3	1300 ug/m^3
Nitrogen Dioxide	Annual Arithmetic Average	100 ug/m^3	100 ug/m^3	100 ug/m^3
Hydrocarbons (Nonmethane)	3 hours (1) (6-9 a.m.)	160 ug/m^3	160 ug/m^3	160 ug/m^3
Lead	Monthly	-	-	3 ug/m^3
	Calendar Quarter	1.5 ug/m^3	1.5 ug/m^3	-

NOTES:

* Micrograms of pollutant per cubic meter of air.
** Milligrams of pollutant per cubic meter of air.
(1) Not to be exceeded on more than one day per year.
(2) 24-hour average not to be exceeded more than 15 percent of the time.
(3) A statistical standard, but basically not to be exceeded more than an average one day per year based on the most recent three years of data.
(4) The federal standards were revised in February, 1979, and the state standard changed from photochemical oxidant to ozone in June, 1979.

TABLE 11
SUMMARY OF MEASURED TOTAL SUSPENDED PARTICULATES (ug/m^3)

Measuring Station Location	Year	# of Samples	Ambient Air Quality			Days	
			Annual Geometric Mean**	24-Hour Averages Maximum	24-Hour Averages 2nd Highest	150*	260*
Coos Bay 4th & Central (City Hall)	1970	89	51.7	152	137	1	0
	1971	49	53.6	185	137	1	0
	1972	81	44.9	108	103	0	0
	1973	56	50.4	164	123	1	0
	1974	52	47.9	127	111	0	0
	1975	59	37.1	95	93	0	0
	1976	54	40.6	110	110	0	0
	1977	56	43.0	220	130	1	0
	1978	58	40.3	124	97	0	0

*For the 24-hour measurement, the Federal Primary Standard is 260 ug/m^3; the Federal Secondary Standard and Oregon Standard are 150 ug/m^3.

**For the annual geometric mean, the Federal Primary Standard is 75 ug/m^3; the Federal Secondary and Oregon Standards are 60 ug/m^3.

Existing Sound Environment

Traffic noise dominates most of the sound environment in the project area. Only along portions of Howard Avenue was traffic noise not the dominant source; noise from the lumber mill was dominant. Noise levels were measured* at four sites shown in Figure 19. The measurements and site data are shown in Table 12. These do not necessarily measure the peak conditions.

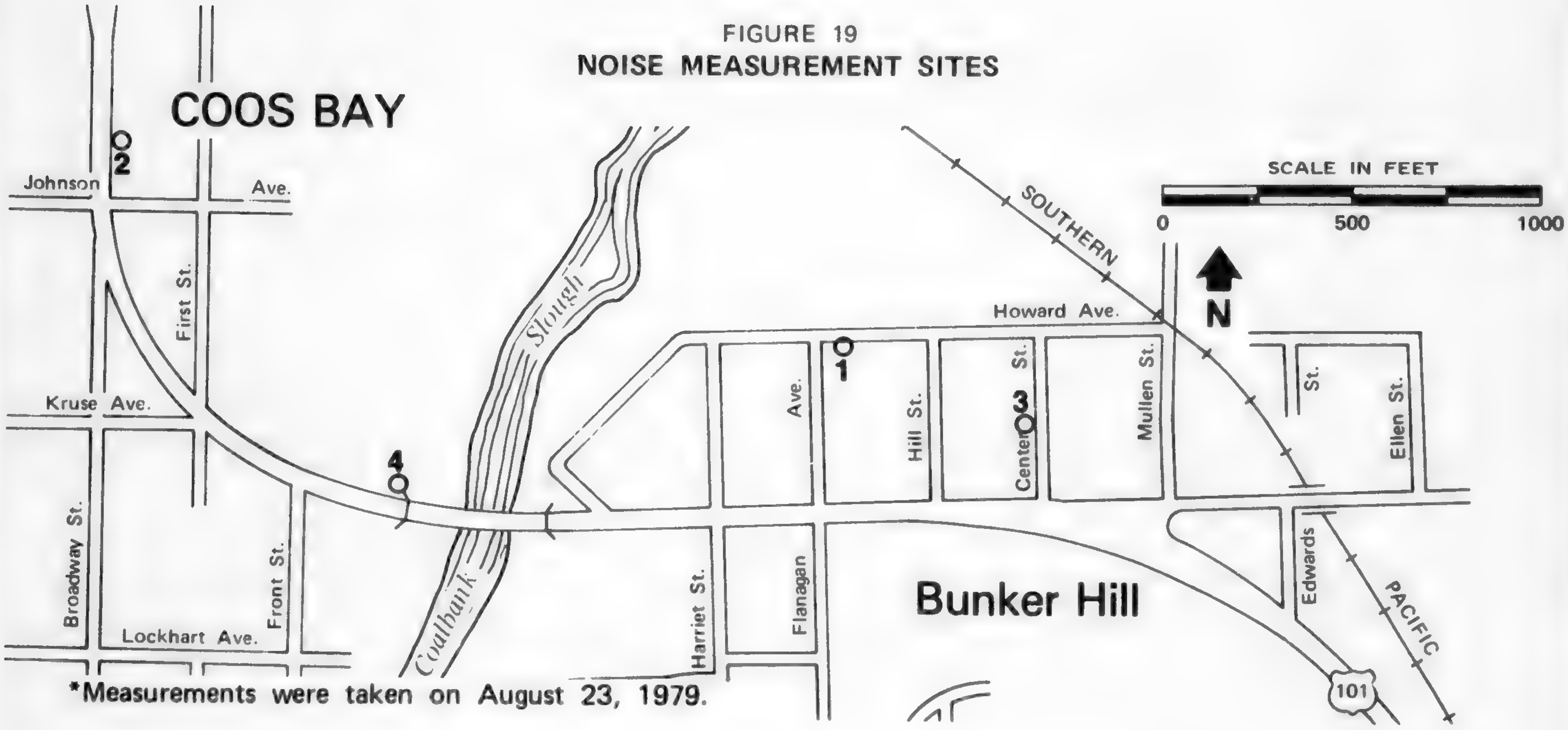
Site 1 has no direct view of Route 101, the lumber mill noise dominants. Buildings block much of the view of Route 101 from Site 2, leaving a 35° view between two buildings, but traffic noise is dominant. Site 3 has a 50° view of the highway; there is not much lumber mill noise but train tracks are nearby. Site 4 is an undeveloped area that has no blockage of the view of the highway.

TABLE 12

NOISE MEASUREMENTS*

Site	Location	Distance to Route 101 Centerline	Noise Level Leq (dBA)
1	SE corner, Howard & Flanagan	460 feet	51
2	NE corner, Broadway & Johnson	130 feet	63
3	West side, Center Street	390 feet	55
4	NW of Coalbank Slough Bridge	100 feet	67

FIGURE 19
NOISE MEASUREMENT SITES


COOS BAY
2
Johnson Ave.
First St.
Kruse Ave.
Broadway St.
Lockhart Ave.
Front St.
4
Coalbank Slough
Harriet St.
Flanagan
Ave.
1
Hill St.
3
Center St.
Mullen St.
Howard Ave.
SOUTHERN PACIFIC
SCALE IN FEET
0
500
1000
N
St.
Ellen St.
Edwards
Bunker Hill
101

*Measurements were taken on August 23, 1979.

ENVIRONMENTAL CONSEQUENCES

All of the alternatives would have some beneficial and some adverse impacts. This section of the Environmental Impact Statement describes the environmental consequences of the alternatives. Because many of the alternatives have similar impacts but to varying degrees, this section is organized by impact type rather than by alternative to avoid duplication. Further information on these impacts is contained in the technical reports; (a list of these reports is given in Appendix F).

Geologic Impacts

The project area appears to be free of geologic hazards. Except for the fill necessary for the bridge approaches, no changes in topography would result from any of the build alternatives. There would be no cuts. The elevation of the top of the bridge decks would be respectively 17, 17, 17, 40, and 25 feet for Alternatives 1, 2, 2A, 3, and 4. The sandstone bedrock underlying the project area appears to be stable so no settlement problems are anticipated, except possibly in some areas of the fill land.

The construction area (the area that would be covered by paving materials or fill) for Alternatives 1, 2, 2A, 3, and 4 is respectively 4.0, 4.5, 4.5, 6.9, and 4.5 acres. On the west side of the slough, the alternatives would cross fill land. To the east of the slough, the build alternatives cross some soils with an Agricultural Capability Class of II and III. However, this area has been developed for housing and businesses and thus would not be used for agriculture.

Construction of a new bridge and approaches would require large quantities of rock for embankment, aggregate, and asphaltic concrete. Table 13 shows the quantities for the various build alternatives. Alternatives 1, 2 and 2A (like quantities), 4, and 3 progressively require increasing amounts of rock material. As no State-owned material sources are located in the project area, all embankment and aggregate material would come from commercial sources. Embankment material is available in the area. A likely source for aggregate is the Umpqua River near Reedsport whose gravels can be barged by sea to the project at less cost than transport by truck. Reclamation of material source sites is administered by the Mined Land Reclamation Division of the State Department of Geology and Mineral Industries.

TABLE 13

COMPARISON OF ROCK QUANTITIES*
FOR THE BUILD ALTERNATIVES

Materials	Alternative 1	Alternative 2	Alternative 2A	Alternative 3	Alternative 4
Embankment	5,000 c.y.	16,530 c.y.	16,530 c.y.	26,000 c.y.	30,000 c.y.
Aggregate	4,600 tons	6,820 tons	6,820 tons	12,600 tons	7,100 tons
Asphaltic Concrete	1,060 tons	2,350 tons	2,350 tons	4,700 tons	2,350 tons

*Quantities are approximate.

To prevent erosion of the embankment slopes and the resultant siltation of Coalbank Slough, treatment and protection of the exposed areas, particularly the slopes, will be implemented as soon as is reasonably practical during construction, not after. Erosion and siltation control requirements would be written into the appropriate contract specifications. These requirements will include provisions for drainage; seeding, fertilizing and mulching exposed areas in sufficient time during the growing season to assure germination and growth; and the use of straw or other materials to hold soils particles in place, as well as to retard and filter surface runoff.

No National Geodetic Survey monuments would need to be relocated with any of the build alternatives.

Water Quality Impacts

Water quality impacts to be expected from this project fall in the general categories of temporary and permanent construction impacts, increased road runoff, and floodplain encroachment. These are shown in Table 14.

Each of the build alternatives calls for removal of the existing bridge and replacement with a new structure. This entails pier removal operations, and installation of piers for the new structure. Removal methods have not yet been specified but the new piers may be built within coffer-dams. Bottom materials here are largely fine silty clays which create considerable turbidity and remain suspended for extended periods of time. Both pier placement and removal activities will generate considerable temporary turbidity and oxygen debt in the water as buried organic materials are exposed.* This reduces the amount of oxygen available to other creatures in the water, including fish, molluscs, crabs, and plankton. This effect is of some importance, since oxygen levels are marginal here during summer and fall months.

TABLE 14

WATER QUALITY IMPACTS BY ALTERNATIVE

Impact	Alternative 1	2	2A	3	4	5
Installation and removal of permanent bridge piers	Yes	Yes	Yes	Yes	Yes	No
Installation and removal of temporary bridge	Yes	No	No	No	No	No
Increase in bridge pavement area	0.16 Ac.	0.10 Ac.	0.10 Ac.	0.78 Ac.	0.31 Ac.	0
Increased bridge runoff amounts	0.5 cfs	0.3 cfs	0.3 cfs	2.5 cfs	1.0 cfs	0
Floodplain encroachment	0.08 Ac.	0.21 Ac.	0.21 Ac.	0.25 Ac.	0.21 Ac.	0

Additionally, as turbid waters settle out, siltation would have a negative effect in Coalbank and Isthmus Sloughs on shellfish beds, benthic invertebrate production, fish-rearing areas, eelgrass beds and nearby salt marshes. This general impact would be of moderate severity and extent, considering the resources in the area, but temporary in nature.

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*Alternative 1 may require the moving of a water main that goes under the slough just south of the bridge. This would lead to increased turbidity as well as require coordination with the water district.

In addition to the effects of turbidity and siltation, stream bottom disruption would occur as piers are pulled out and cofferdams are installed, and as heavy equipment moves into and out of the area. Considering the very high levels of amphipod production found at the immediate project site (amphipods are a prime fish food), these activities are certain to at least temporarily reduce overall production in the area of benthic invertebrates and such fish as salmon, flounder, herring, smelt, etc. Crab, barnacle, and clam populations would be disrupted in the immediate area as well.

A permanent effect of construction on Coalbank Slough would be loss of small amounts of stream bottom where new piers would be placed. This would be largely compensated for by removal of the old piers, however.

Considerable additional turbidity and bottom disruption would result from installation and removal of the temporary wooden bridge in Alternative 1. The effects would be of the same type as those discussed above, but would extend over a larger area with greater severity (since a pile driver would be used), and would last a longer period of time, although still of a temporary nature. The pilings may be cut off below bottom elevation instead of being pulled out; this would reduce the amount of turbidity.

Damage may result to the temporary wooden bridge, causing safety problems, due to wood boring organisms. Although the action of Limnoria, the dominant species here, is relatively slow (occurring over a period of years), the action of Bankia, is rapid. Bankia have been known to virtually hollow out a wooden piling in as little as 5 months. If salinities are sufficiently high (over 30 ppt) for a several month period (as in a year of very low runoff), severe damage to the temporary structure could occur. In this case, special piling protection methods would be instituted.

The build alternatives include a slightly wider bridge deck (76' vs 60') and, in most cases, a longer bridge. Table 14 shows the increase in bridge pavement area for each alternative and the expected increase in peak runoff from a standard 5-minute 10-year frequency rainfall for this area of Oregon. The increases in runoff amounts vary greatly by alternative; the increase with Alternative 3 is over twice as much as with Alternatives 2 and 2A. The largest increase, however, would very probably be less than 5% of total streamflow in the slough, even at low tide.

Increased runoff amounts also lead to increases in roadway oils and greases, lead, cadmium and zinc from automobile exhaust and bits of asbestos and rubber that would be washed from the paved areas during rainstorms into Coalbank Slough. Many of the pollutants become attached to sediment particles in the water and are deposited in a potentially releasable and thus harmful form; the tolerance that aquatic biota have for these pollutants is not well known, however. The effect of increased road runoff would be permanent; the water quality situation would be aggravated here because water circulation is poor and dilution is limited. The entrance of these pollutants into the waterway can be minimized by diverting the runoff through deck drains into a settling and skimming tank before being released into the slough. The use of this method would be further investigated during final design.

Some floodplain encroachment would occur with all of the build alternatives as shown in Table 14. Alternative 1 requires a small amount of fill along the bridge approaches, intersecting the floodplain at the crossing point. The effect of this small amount of fill can be considered negligible; it would result in a very small loss of flood storage. Fill on the floodplain with Alternatives 2, 2A, 3, and 4 is larger than with Alternative 1, but still relatively small. A small loss of flood storage, as with these alternatives, is not expected to result in diversion of flood flows, downstream erosion or property damage. The loss of flood storage will be absorbed by lower Isthmus Slough and by the upper bay, as flood conditions in the project area are the result of backwater from those water bodies. The floodplain effects of this project would not constitute a longitudinal or significant encroachment of the floodplain. The project would therefore be in compliance with Executive Order 11988 and does not require a Floodplain Finding.

The following measures would be taken with the build alternatives to reduce the extent, duration, and/or severity of adverse impacts previously discussed:

1. Bridge piers designed and protected in a manner which will minimize scour, debris entrapment and backwater effects.

2. Bridge ramps and other floodplain structures designed to allow the passage of floodwaters, and to maintain existing flooding patterns.

3. In-water work to take place in the period September 15-January 15, (as recommended by Oregon Department of Fish and Wildlife for Coos Bay to protect fish and wildlife resources) or other periods suitable to the Department of Fish and Wildlife.

4. Cofferdams may be used around the excavation sites for new bridge piers to contain turbid water and pollutants.

5. Heavy equipment to be kept clear of the streamway and salt marshes as much as possible.

6. Siltation ponds used where required to reduce erosion runoff into the streamway.

7. Deck drains on the new bridge feeding into a settling and skimming tank may be used to remove sediment, grease, and oil from surface runoff.

Biological Impacts

Highway projects can affect the amounts and types of habitats in one or more of the following ways: 1) habitat may be lost because biologically productive land is paved or otherwise sterilized, 2) habitat is created as existing barren land is landscaped or allowed to revert to vegetation naturally, 3) habitat of a given type may be replaced by or altered to another type, altering the wildlife species that use it.

During construction, habitat would be lost due to the placement of fill and the paving of additional width or a new alignment; this amount is shown in Table 15. The alternatives being considered would result in less devegetation than with a route further south (like Alternative A or B which would have gone through productive habitat) because the route goes through a developed area with lots of barrens. The old roadway would be used with all of the alternatives, including Alternative 3, to maintain access to businesses along the existing route and thus would not be ripped up and revegetated. Revegetation could occur naturally on the new fill slopes; if all the fill slopes were revegetated, there would be a net increase in habitat with all of the build alternatives, as shown in Table 15. This is due to the high proportion of barren nonproductive land in the construction area. The revegetation of the fill slopes would be aided by seeding and/or landscaping. Alternative 5 would not result in any habitat increases or decreases since there would be no new construction.

TABLE 15

HABITAT IN THE CONSTRUCTION AREA*

		Alternative		
	1	2&2A	3	4
Construction Area--Total	4.00	4.50	6.90	4.50
Area In: Nonproductive Barrens	2.72	2.79	3.93	2.79
Tideland & Aquatic	.16	.18	.28	.18
Grass & Grass Forb	.92	1.08	.41	1.08
Shrub & Thicket	.20	.45	.28	.45
Wooded	0	0	0	0
Residential**	0	0	2.00	0
Habitat to be Covered by Pavement or Fill	.36	.79	.78	.79
Net Increase in Habitat if Fill Slopes Revegetated	.50	.50	1.90	.50

*Figures given are the approximate number of acres.
**Mixture of wooded, shrub, grass, and barren land.

With Alternative 1, a temporary bridge would be constructed to the north, requiring some fill of a partially vegetated area. The temporary bridge and its fill would be removed and the area revegetated upon completion of the new bridge. The swallows may be disturbed temporarily if bridge removal (build alternatives) or repair (no-build alternative) takes place during the nesting season. They would likely reestablish their nests after the repairs are made with Alternative 5 or on the new bridges with Alternatives 1, 2, and 2A if the new bridge has the necessary textural roughness or other supports for the nests. The bascule's opening (with Alternatives 1 and 2) may reduce the desirability of some nest sites. Alternatives 3 and 4 would be further above the water, so there may be fewer swallow nest sites. Neither positive nor negative impacts to existing or future bald eagle populations would result from any project alternative.* The project would not adversely impact any endangered plant species.*

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*A Biological Assessment has been submitted to the Endangered Species Office, U.S. Fish and Wildlife Service, concluding that the project is not likely to jeopardize the continued existence of a listed species or a proposed species, nor will the project adversely modify or destroy Critical Habitat for such species. This project thus complies with the Endangered Species Act of 1973 and Amendments.

Wetland Impacts

The build alternatives would result in the permanent loss of some wetlands habitat; see Table 16. Alternative 5, the no-build alternative, would not involve any new fill.

TABLE 16

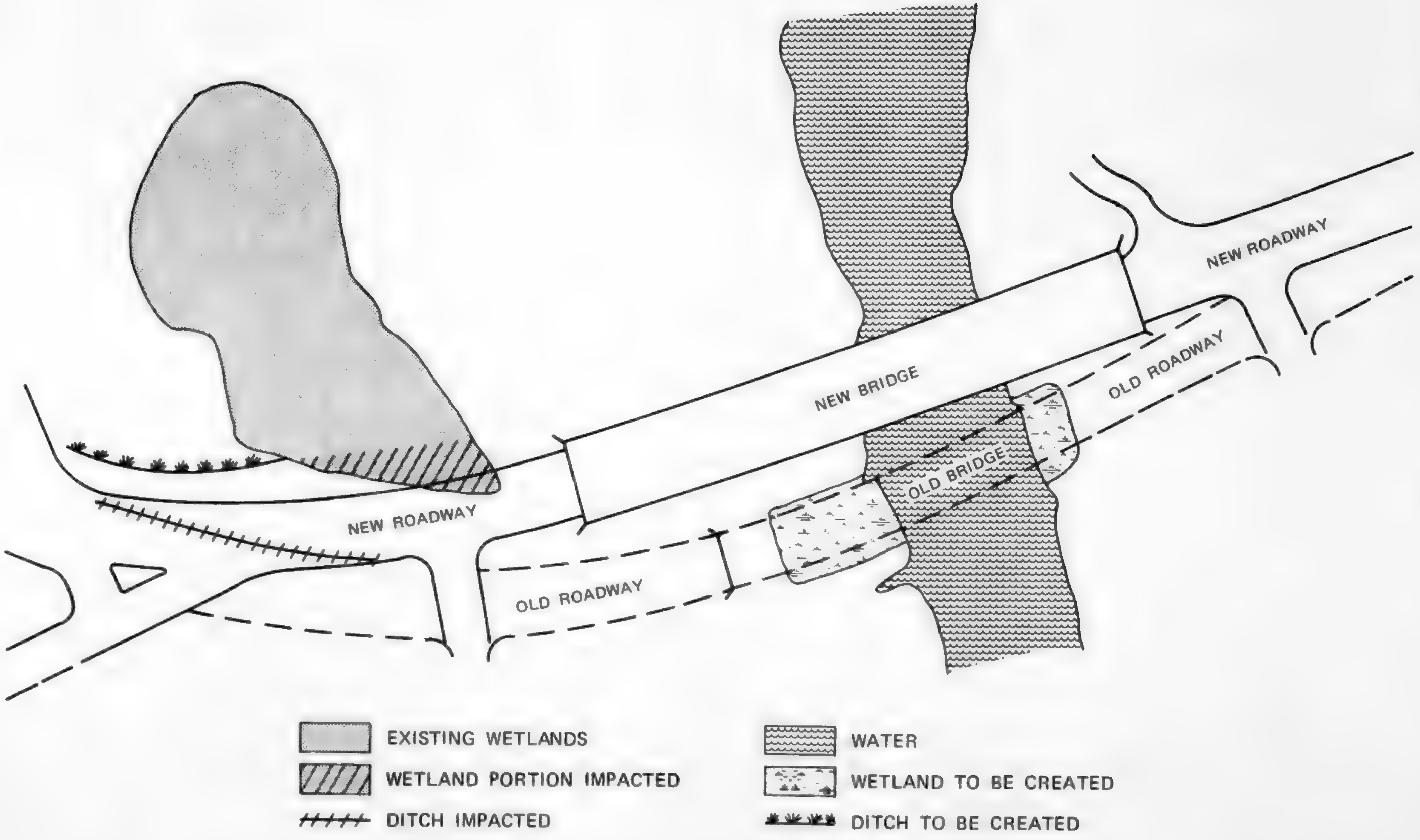
WETLAND IMPACTS
OF THE BUILD ALTERNATIVES

Wetland Impact	1	2	2A	3	4
Wetland area permanently filled: Total	0.08 Ac.	0.20 Ac.	0.20 Ac.	0.25 Ac.	0.20 Ac.
Salt marsh	0.01 Ac.	0	0	0	0
Other	0.07 Ac.	0.20 Ac.	0.20 Ac.	0.25 Ac.	0.20 Ac.
Wetland area temporary filled: Total	0.20	0	0	0	0
Salt marsh	0.06 Ac.	-	-	-	-
Other	0.14 Ac.	-	-	-	-

Loss of wetland area is relatively small with Alternative 1; however, of this permanent loss, 0.01 acre is high quality salt marsh with the remaining 0.07 acre being marginal quality palustrine wetland. Permanent fill in the salt marsh, although small, is significant. Coalbank Slough is facing critical losses of salt marsh habitat over time as development slowly encroaches on these areas. Replacement in kind of this critical habitat, even in small amounts, is acknowledged as appropriate in this case. The marginal quality wetland which comprises the larger amount filled represents a much less significant loss to the system even though it is larger.

Alternatives 2, 2A, and 4 would result in a wetland loss of 0.20 acre, all of which is of the palustrine shoreland wetland type and not of very high quality; this represents 0.7% of the wetlands of this type. Alternative 3 would fill slightly more, 0.25 acre, of the shoreland wetland type; this

FIGURE 20
WETLAND IMPACTS AND MITIGATION
WITH ALTERNATIVE 4


NEW ROADWAY
NEW BRIDGE
OLD BRIDGE
OLD ROADWAY
NEW ROADWAY
OLD ROADWAY
EXISTING WETLANDS
WETLAND PORTION IMPACTED
DITCH IMPACTED
WATER
WETLAND TO BE CREATED
DITCH TO BE CREATED

represents 0.9% of the wetlands of this type. Loss of the shoreland palustrine wetlands would impact the two most important functions of this type of wetland: biological and hydrologic. These wetlands, considering that they are adjacent to much higher quality habitat, provide some spill-over benefit in the way of food for birds and waterfowl already in the area. Also, these function in groundwater recharge, flood storage and in filtration of surface waters. Loss of less than 1% of this habitat would have a minor impact on the productivity of the local aquatic system as a whole.

Only Alternative 1 would involve the temporary filling of wetlands due to construction of a temporary detour bridge. The loss includes 0.06 acre of salt marsh and 0.14 acre of palustrine shoreland wetland. The temporary fill would damage the wetlands, but they would eventually revert to their original state provided the fill is removed back to the original ground elevation. The removal of the temporary bridge's fill would have been a requirement to minimize the adverse impacts if Alternative 1 has been selected.

All permanent wetland losses will be mitigated by replacement near the bridge. Since Alternative 4 will result in the filling of a ditch and a small area of palustrine wetlands, areas for the replacement wetlands were studied. Figure 20 shows the wetlands impacted and the new wetlands to be created. A new ditch will be built at the base of the fill slope on the western bridge approach. Other wetlands will be created on the site of the existing bridge after the old bridge is removed. The land on both sides of the slough will be excavated down to tidal level. These areas will naturally develop as salt marsh. These areas will be of higher quality and be slightly larger than the wetlands filled.

Visual Impacts

Highway facilities often have a substantial effect on the aesthetic quality of the environment. Both the view of and from the facility is important in assessing visual impacts.

All of the build alternatives have some degree of visual impact, ranging from minimal impact with Alternative 1 to more extensive impact with Alternative 3. The further away the alternatives are from the existing alignment, the more properties would be exposed to the view of the facility that had not previously been exposed. This case is most evident with Alternative 3, which involves the most change in alignment, becoming adjacent to land uses (residences) which are not compatible with a transportation facility. This visual impact could be partially mitigated by the introduction of berms or vegetation between the residences and the facility. Another aesthetic element of the view of the facility is the bridge design. Because preliminary designs are not yet available, this aesthetic impact cannot be specifically discussed, but will be taken into account in the designing.

The view from the proposed facilities varies according to height. The view from the highest structure, Alternative 3, would provide the most encompassing view. Alternatives 1, 2, and 2A would provide more limited views and be similar to the views from the existing bridge. The view from the bridge with Alternative 4 would be slightly more encompassing than from the existing bridge.

A negative aesthetic impact of this project is the destruction of vegetation during construction and the permanent removal of vegetation for those alternatives with new alignments (Alternatives 2, 2A, 3 and 4). In order to help mitigate this, care will be taken to preserve natural vegetation during construction. Where this is not possible, prompt revegetation will be done to lessen the aesthetic impact.

Cultural Impacts

None of the historic properties listed in or eligible for the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings would be affected by any of the alternatives.

Urban development of the project area has greatly reduced the potential for discovery of intact archeological sites. The State Historic Preservation Office has determined that an archeological reconnaissance survey of the project affected area will not be required; (see letter in Appendix A).

In the unlikely event that previously unidentified archeological materials are discovered during construction, work on the project would be halted and the Museum of Anthropology at the University of Oregon would be notified. Construction would not be allowed to resume until all recommended mitigation and/or salvage procedures are completed by Museum personnel and approved by the State Historic Preservation Office. These procedures are in compliance with subsection 105.13, Standard Specifications for Highway Construction, and thereby fulfill the requirements of Federal law.

If a significant archeological site is found during construction, a request for Determination of Eligibility would be submitted to the Department of the Interior, and all requirements of Section 106 of the National Historic Preservation Act would be followed.

Economic Impacts

The costs of the project are shown in Table 17. As can be seen, the build alternatives that have the least to most right-of-way costs are Alternatives 1, 2 and 2A and 4 (like amounts), and 3 respectively. For construction costs, the bascule bridge alternatives (1 and 2) are more expensive than the low fixed span alternative (2A) and even the intermediate fixed span alternative (4). Alternative 3, a fixed span, is more expensive than the bascules (28-40% more). As far as the total project costs, Alternatives 2A, 4, 2, 1 and 3 have the least to most costs, respectively. Alternative 5, the no-build, has no immediate costs. Alternatives 1 and 2 would have additional costs for operating the bascule.

The build alternatives would impact the tax base of the city and county, since they would convert private property to public transportation functions, which are tax-exempt. Estimates of the annual tax losses are given in Table 17. The greatest tax losses would occur with Alternative 3 due to the large number of residential and business displacements. Losses to the tax base are usually long-term but the impact is usually assumed by the remaining taxpayers, who would pay slightly higher taxes.

Impact on Businesses

Alternatives 1 and 5 would not require the relocation of any businesses. Alternatives 2, 2A, 3, and 4 would displace 3, 3, 9, and 3 businesses, respectively; (see Table 18). Most of the affected businesses are along the existing highway and are dependent on highway access. Some of these businesses may be able to relocate along the new alignment; others unable to do so may have to relocate in other areas or have to close permanently. Displacement of a business affects the employees also. The three businesses displaced by Alternatives 2, 2A, and 4 employ about 11 workers; the nine businesses displaced by Alternative 3 employ 51 workers. The business displacements are not expected to adversely affect members of a racial or ethnic minority.

Property owners would be reimbursed for the land and improvements required for right-of-way. In addition, displaced businesses are entitled to receive actual reasonable moving expenses, the actual and reasonable cost to search for a replacement location, payments for direct losses of tangible personal property, or under certain conditions, a payment in lieu of moving expense payments. These benefits and the conditions under which they can be received (as well as the acquisition process) are more fully described in the Oregon Department of Transportation pamphlets "Acquiring Land for Highway and Public Projects" and "Moving Because of Highway or Public Projects?". All relocation activity will be done in accordance with federal and state laws. Assistance is available to all affected persons regardless of race, color, religion, sex, or national origin.

Besides displacing businesses, those alternatives on new alignments alter access and visibility from the highway of those businesses that remain. Alternatives 2, 2A, and 4 would result in minor changes since the existing cross streets would continue to provide ready access. Alternative 3 would utilize portions of the existing roadway, resulting in some out-of-direction travel to these businesses along the south side of the old route; this may make these locations somewhat less desirable.

Alternatives on new alignments would affect, to varying degrees, the development potential of the existing vacant areas. A motel and restaurant complex has been proposed for the large open area northwest of the existing bridge. Alternatives 2, 2A, and 4 would take right-of-way only from the south side of this parcel, resulting in only minor adjustments to address the new lot size and access locations. Alternative 3 would take more right-of-way from the south side of this parcel and would likely result in more adjustments in the development proposal.

TABLE 17

CONSTRUCTION AND RIGHT-OF-WAY COSTS

Alternative	Construction Cost*	Right-of-Way Acquisition Cost*	Estimated Annual Property Tax Losses*
1	4,600,000	90,000	3,000
2	4,200,000	500,000	7,000
2A	3,200,000	500,000	7,000
3	5,900,000	1,200,000	17,000
4	3,900,000	500,000	7,000

*Estimated 1980 dollars.

TABLE 18

COMPARISON OF RIGHT-OF-WAY DATA

Alternative	R/W Area (Acres)	Cost Estimate*	No. of Parcels	No. of Displacements	
				Residences	Businesses
1	1.20	90	3	0	0
2	2.75	500	8	2	3
2A	2.75	500	8	2	3
3	4.60	1,200	23	6	9
4	2.75	500	8	2	3

*In thousands of 1980 dollars.

Social Impacts

Alternatives 1 and 5 would not require the relocation of any residences. Alternatives 2, 2A, 3, and 4 would displace 2, 2, 6, and 2 homes, respectively; (see Table 18). Alternatives 2, 2A, and 4 would affect about 3 residents; Alternative 3 would affect about 15 residents. It doesn't appear that those people that would be displaced are members of any racial or ethnic minority. However, one or more elderly people would be affected by residential relocations, although the majority of those affected are not elderly. The housing in the project area is modest; if much housing of this type were to be acquired for right-of-way, it would be difficult to replace since available housing of this type is scarce in the Coos Bay area. If too many houses in this price range are removed from the housing market, problems could occur in that sector.

Property owners would be compensated for land and improvements acquired for right-of-way. Residential displacees would also be eligible to receive relocation advisory assistance to help them locate replacement housing, a moving payment to compensate them for moving their personal property 50 miles or less, and in some cases a rent supplement, down-payment benefit, or replacement housing payment to enable the displacee to rent or acquire decent, safe, and sanitary replacement housing. All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. A summary of the procedures for the acquisition of property and the services and benefits of the relocation and assistance program is given in two brochures published by the Oregon Department of Transportation entitled "Acquiring Land for Highway and Public Projects" and "Moving Because of Highway or Public Project?".

Primary Land-Use Impacts

Immediate land-use conversions for right-of-way purposes are the main primary impacts associated with the build alternatives. The no-build alternative (Alternative 5) would have no direct impact on land use since additional right-of-way is not required. Table 19 shows, for each of the alternatives, the amount of land which would be taken out of its existing use for right-of-way purposes.

Alternative 1 would require a small amount of right-of-way (approximately 1.2 acres), all of which is now vacant. This right-of-way would be for temporary short-term use, being used for the detour bridge. This right-of-way would thus revert back to its owner for continued open space use or possible commercial development.

Alternatives 2, 2A, 3, and 4 would require from 2.75 to 5.74 acres for permanent right-of-way purposes. This acquisition is a long-term impact and would effectively close the option for other eventual uses.

None of the alternatives would impact any prime or unique farmland. As discussed on page IV-1, agricultural soils (with a capability Class of I through IV) would be impacted but none are presently used for agriculture.

TABLE 19

LAND USES DISPLACED BY RIGHT-OF-WAY*

Alternative	Commercial	Residential	Vacant Area**	TOTAL
1	-0-	-0-	1.20 Ac. (100%)	1.20 Ac.
2 & 2A	.66 Ac. (17%)	.51 Ac. (13%)	2.67 Ac. (70%)	3.84 Ac.
3	2.16 Ac. (38%)	.88 Ac. (15%)	2.70 Ac. (47%)	5.74 Ac.
4	.66 Ac. (17%)	.51 Ac. (13%)	2.67 Ac. (70%)	3.84 Ac.

*Data in parenthesis is the percent of the displaced use as compared to the total amount of displaced uses for the given alternative.

**Vacant Area - potential commercial development area.

With all the build alternatives, the new bridge area would impact air space (both over water* and land). Air space refers to the vertical limits imposed by the bridge on current or potential use or access under the bridge. Alternative 1 (on the existing alignment) would have minimal air space impact, since the width of the new structure would only be 16 feet wider than the existing structure. The current uses beneath the bridge would not change as a result of air space requirements. Alternatives 2, 2A, and 4 would have 6 to 10 feet of clearance under the bridge. Alternative 3 would have 25 feet of clearance. This would allow for some low level development, parking, or a roadway under the structure.

This project falls within the area of jurisdiction of the federal Coastal Zone Management Act (CZMA) as defined by the Oregon (LCDC) management program. This project would be consistent with the CZMA provisions to the extent that it meets the LCDC goals. LCDC goal consistency is discussed in depth later in this chapter (pages IV-28 to IV-30).

Traffic Impacts

Traffic volumes are expected to increase through the year 2000 with the no-build (Alternative 5) as well as the build alternatives. As can be seen in Table 1, the build alternatives are projected to have about 7 percent more daily traffic in 2000 than the no-build would; this is due to the increased attraction of a new, wider bridge and approaches. The number of trucks would increase as well, but is expected to be the same percentage of the average daily traffic (ADT) as at present, (6 percent). The new bridge would have wider travel lanes allowing for safer movement, especially for trucks. On the approaches, the median would be wide enough to allow for left-turn movements without blockage of the travel lanes. The level of service during the peak truck hour in the year 2000 would be "D" with the build alternatives, a condition approaching unstable flow, with tolerable delays. With the no-build alternative, the level of service would be between "D" and "E"**. With the wider lanes and a left-turn refuge-median, there would likely be fewer accidents with the build alternatives than with the no-build alternative.

As told in the History of the Bridge section, the present bridge is in a deteriorating state, requiring frequent repairs. In the future, weight limits may need to be imposed if the bridge is not replaced. This would result in road-user costs which would be borne by the truck owner/operators whose trucks would not be able to cross the bridge if weight limits were imposed. It would be the heavy trucks which would be affected as they would have to be detoured over other, less desirable roads, perhaps as much as 10 miles out of the way. If all the heavy trucks have to be detoured 10 miles, the extra daily cost is calculated to be about $14,200 per day.* Since not all heavy trucks would have to be detoured and not all of those detoured would have to travel an extra 10 miles, probable road-user costs would be about $1,420 per day; this would add up to about $518,300 per year.

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*Impacts on the air space over water are discussed in the Navigation Impacts section.

**Level of service "E" has unstable flow with congestion and short periods of stoppages.

With a bascule bridge, there would be traffic delays as the bridges are opened for waterborne traffic. Even with a fast-opening bascule, it would take about 15 minutes from the time traffic is stopped until it starts up again. If the bridge was opened during the peak truck hour, traffic would back up on Highway 101 north through the couplet in Coos Bay and south to Brainard Creek, and on the Coos River Highway into Eastside.** There would be road-user costs associated with the time delays. Road-user costs were calculated to be about $229 per opening.*** This would be higher in the summer due to the greater number of cars, especially tourists. Although it is uncertain how frequently the bascule would open, if there were an average of two openings per day, the roaduser costs in a year would be about $170,000. These costs could be minimized by limiting the number of openings, such as by waiting until many boats are waiting for access/egress before opening the bascule instead of opening on demand for each boat. The impacts could also be minimized if the bascule openings occurred during periods of low roadway volume. To avoid impacting school transportation, the bascule should not be opened during the times school buses use the bridge. Emergency services could be seriously disrupted by bascule openings. The firemen, policemen, and ambulance operators should have communication with the bascule operators and veto power over the opening of the bascule during times they need to use the bridge.

During construction of the build alternatives, traffic delays are likely to occur. Alternative 1 involves the use of a temporary bridge as a detour during construction of the new permanent bridge. Traffic would likely be slowed as it is diverted over the temporary bridge. All of the build alternatives would likely experience some traffic delays during construction in areas where the new alignment branches off of the existing alignment. These construction-related delays would be temporary. The delays would be minimized by scheduling any construction in traffic lanes during periods of lower traffic volumes, and by appropriate signing and use of personnel to conduct traffic flow through the construction area.

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*Calculations based on an average for the years 1980-2000 of 1420 heavy trucks per day, average speed over the detour of 30 mph, and operating costs of $30 per hour.

**Backup distances were calculated for the worst case condition (peak truck hour) using traffic volumes for 1984. It is assumed that additional traffic would backup behind the "last car" stopped by the bridge opening. The analysis did not take into account signalization, turn movements, and possible accidents, which could make the backup problems worse.

***Calculations based on the average traffic in a 15-minute time period consisting of 361 cars, 8 medium trucks, and 15 heavy trucks; an average waiting time of 7.5 minutes; and costs of time of $3.50/hr. for cars, $15/hr. for medium trucks, and $30/hr. for heavy trucks.

Alternative 3 would result in some changes in the local street pattern; see Figure 9. The alignment of First Street would be changed to intersect with the new highway alignment slightly to the east of the present intersection. Front Street would not intersect the new highway. Harriet Street would be used to connect to the old roadway to provide access to the businesses south of the road. The future extension of the downtown couplet would be possible with all of the alternatives.

Navigation Impacts

The alternatives investigated provide a variety of bridge types and heights. Alternatives 1 and 2 are double-leaf bascule bridges that would essentially have unlimited vertical clearance when open and 13 feet of vertical clearance at M.H.W. in the closed position. Horizontal clearance would be 42 feet when open. Alternatives 2A, 3, and 4 are fixed spans with a height above the slough giving 13, 35, and 20 feet of vertical clearance (at M.H.W.), respectively. Alternative 5, the no-build alternative, would retain the existing bridge, which, due to deterioration, is now essentially a fixed span with 13.1 feet of vertical clearance at M.H.W.

The height of the highway bridge over the slough does influence the type of water transportation uses upstream. A low-level span would allow access by paddle and small motor boats, mainly used for recreation. Boats with higher clearance requirements would be provided access with the higher fixed span and the bascule bridges when open. It is unlikely that the bridge would open for water transportation on demand because this is a heavily-traveled highway and is used by emergency vehicles. Openings would probably be restricted to times of low traffic volumes or 24-hour notice may be required; openings would need to also be coordinated with the opening of the railroad bridge. The bascule bridges may discourage boats that desire frequent bridge openings. However, other factors already influence the use of the slough by larger boats. The shallow depth and narrow width of the slough restricts some types of boats. The railroad bridge to the north near the mouth of the slough is a swing span with only 1 foot of vertical clearance at M.H.W. when closed.* As stated in the History of the Bridge section, there has been limited use of the slough for water transportation requiring opening of the bascule and no openings since 1955. The Coast Guard, in their correspondence of July 22, 1980 (see Appendix C), has stated that a vertical clearance of 20 feet or more over the slough at M.H.W. would provide for the reasonable needs of navigation. Thus, Alternatives 2A would be unacceptable to them due to the low clearance.

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*Coast Guard regulations say the Southern Pacific Transportation Co. drawbridge "need not open for the passage of vessels. However, the draw shall be returned to an operable condition within six months after notification from the Commandant to take such action."

Air Quality Impacts

In order to determine the maximum impact of the project on air quality, the EPA vehicle emissions program MOBILE1 was used to calculate emissions in 1980, '84, '88, '92, and '99. Three major pollutants found in vehicular emissions were examined: reactive hydrocarbons (RHC), carbon monoxide (CO), and nitrogen oxides (NO_x). NO_x is a mixture of nitrogen oxide gases primarily nitrogen oxide (NO) and nitrogen dioxide (NO_2). Table 20 shows that the amount of pollution emitted per vehicle-mile decreases rapidly over the next 20 years.

TABLE 20

AVERAGE VEHICLE EMISSION RATE
(gm/veh/mi)

Year	Pollutant		
	RHC	CO	NO_x
1980	6.07	69.02	4.11
1984	3.92	48.07	3.42
1988	2.74	33.16	2.67
1992	2.35	26.63	2.39
1999	2.23	24.87	2.36

Traffic information (including the percentage of trucks and speeds) was used for these years along this highway section. Despite an increase in the number of vehicles over the years with both the no-build and build alternatives, the increase in traffic is slower than the decrease in emissions per vehicle, resulting in less vehicular pollution. The amount of pollution generated per day (per mile of roadway) under the no-build and build alternatives is shown in Table 21 for carbon monoxide; the gross emission rate in future years is shown relative to the 1980 gross emission rate by a ratio. The ratios are similar for other pollutants.

TABLE 21

CARBON MONOXIDE DAILY GROSS EMISSION RATES AND RATIOS OF EMISSIONS

	No-Build Alternative		Build Alternative	
Year	Carbon Monoxide Gross Emission Rate (kg/mi/day)	Ratio*	Carbon Monoxide Gross Emission Rate (kg/mi/day)	Ratio*
1980	2184	1.00	**	**
1984	1591	0.73	1620	0.74
1988	1425	0.65	1467	0.67
1992	1260	0.58	1313	0.60
1999	970	0.44	1045	0.48

*Gross emission rate relative to the 1980 gross emission rate.

**Build alternatives assumed not completed until 1984.

The computer model CALINE2 was used to estimate the worst possible current and future 8-hour CO concentrations in the project area for the no-build and build alternatives. Based on the fact that the heaviest traffic occurs in the afternoon and that generally the highest 8-hour CO concentrations measured in Oregon occur in the evening, the hours 2-10 p.m. were used. An hourly traffic volume for each of these hours was determined based on the percentage of the ADT occurring at that hour; (see Figure 17). Since ADT traffic fluctuates greatly during the year due to summertime tourist traffic and since maximum CO concentrations occur from October through February, the ADT is corrected for this seasonal variation. To simulate worst case concentrations the wind speed is assumed to be 2 mph and the direction parallel to the roadway. Four hours of stable conditions are assumed, where the air is inhibited from moving upward. A background concentration of 1.0 mg/m^3 is included. This low value is used because the bridge is relatively distant from other major sources and because the stagnation potential in the Coos Bay area is low. The results of this analysis are shown in Table 22.

TABLE 22

PREDICTED MAXIMUM 8-HOUR CO CONCENTRATIONS

Year	8-Hr. CO Concentrations* (mg/m^3)	
	No-Build	Build
1980	12.2	-
1984	9.2	9.4
1999	6.0	6.4

*Concentrations include 1.0 mg/m^3 background. Standard is 10 mg/m^3.

As can be seen, it is predicted that there are currently CO violations of the 8-hour standard. The standard is predicted to be attained by 1983 for the no-build alternative and in the year of completion, 1984, for the build alternatives. Although the build alternatives result in slightly higher concentrations, in the case of Alternative 3, the area of high concentration will be smaller because the bridge and approaches are somewhat elevated which would improve dispersion (resulting in somewhat lower concentrations). The highest predicted concentrations will then occur only along the highway leading to the bridge. Also, this analysis is conservative because the wind is assumed parallel to the roadway for all eight hours resulting in the highest possible concentrations. In addition, the good dispersion that generally prevails in the area makes the wind speed and stability categories used in the analysis conservative. However, some days in the summer are likely to have higher ADT. If these should occur jointly with stagnant conditions, the CO concentration could be a little higher than the prediction.

CO emissions may increase slightly during construction due to some traffic delays and the emission of CO from construction equipment. Particulate emissions may also increase. Care would be taken during construction to minimize dust generation; such control methods as watering would be used when necessary.

Noise Impacts

Design noise levels have been established by the Federal Highway Administration which represent the upper limits of acceptable traffic noise level conditions. The design noise levels (Leq) for residences and businesses are 67 and 72 dBA, respectively; this is shown in Appendix D. If the noise level (Leq) is equal to or greater than 67 dBA, it would be an adverse impact for residences, churches, schools, and parks; if equal to or greater than 72 dBA, it would impact businesses too. Noise is also of concern if the predicted noise level substantially exceeds the existing sound levels--by 10 dBA* or more.

Traffic noise predictions were made using information on auto volumes, truck volumes, vehicular speed, and distance from the roadway. The traffic data used is for the worst traffic noise condition--the peak truck hour. This traffic data and the predicted future traffic noise levels are shown in Table 23.

TABLE 23

PREDICTED NOISE LEVELS

	1984		2000	
	No-Build	Build	No-Build	Build
Peak Truck Hour:				
No. of Autos	2270	2310	2670	2880
No. of Medium Trucks	54	55	64	69
No. of Heavy Trucks	110	112	129	139
Speed	30 mph	30 mph	30 mph	30 mph
Noise Level (Leq) at 50' from Centerline*	72 dBA	72 dBA	72 dBA	73 dBA
Leq 67 Contour Distance*	160 ft.	160 ft.	160 ft.	200 ft.
Leq 72 Contour Distance*	50 ft.	50 ft.	50 ft.	65 ft.

*Assumes no acoustic shielding from buildings or topography.

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*A 10 dBA increase is usually perceived by people as a doubling of loudness.

The predicted traffic noise levels for all alternatives at 50 feet from the road centerline are clearly over the design noise level for residences. The traffic noise impacts will be different for the various build alternatives due to changes in the road alignment and the removal of buildings which provide acoustic shielding.** Most alternatives change the existing sound levels only moderately (0-9 dBA). The predicted noise levels also reach the design noise level for businesses (72 dBA) at 50 feet from the road centerline. The number of receptors impacted by noise for each alternative is shown in Table 24.

TABLE 24

NUMBER OF RECEPTORS** EXPOSED TO NOISE LEVELS ABOVE DESIGN NOISE LEVELS IN THE YEAR 2000

Alternative	Residences	Apartments	Churches	Motels	Businesses	Total
1	0 (6)*	0 (2)	0 (1)	0 (2)	0 (12)	0 (23)
2 & 2A	3 (5)	1 (1)	1 (1)	0 (2)	6 (12)	11 (21)
3	10 (12)	1 (2)	0 (0)	1 (2)	2 (6)	14 (22)
4	3 (5)	1 (1)	1 (1)	0 (2)	6 (12)	11 (21)
5	0 (6)	0 (2)	0 (1)	0 (2)	0 (12)	0 (23)

*Numbers in the table are the numbers of receptors impacted along the rebuilt section;
Numbers in ( ) are the numbers of receptors impacted between Ingersoll and Edwards Avenues.
**This includes only those buildings left after displacement.

Alternative 1 would not change the existing sound levels at any of the receptors along the roadway. Alternatives 2, 2A, and 4 would not change the sound levels at any receptors west of the slough; slight increases (0-1.5 dBA) would occur north of the highway to the east of the slough with corresponding decreases to the south of the highway. Alternative 3 would create slight increases (0-1 dBA) north of the highway (and decreases to the south) for the west side of the slough. To the east of the slough Alternative 3 would result in moderate increases in the existing sound levels (6-9 dBA) for

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**Traffic noise decreases as the distance from the road increases. The rate of change for traffic noise varies between 3.0-4.5 dBA per doubling of distance from the road. Buildings may reduce traffic noise if they block the view to the road. The reduction can vary from 3 dBA to 10 dBA depending on the number and location of the buildings.

the residences north of the highway, due to the new alignment being located closer and the removal of businesses along the existing road. Noise levels would decrease 0-3.5 dBA for the land uses south of the highway (primarily businesses with a church, an apartment house, and a motel).

Reduction of sound levels may be accomplished with sound barriers (walls or earthen berms). To be effective, sound barriers must be high enough to break the line-of-sight between the sound source and the receptor, long enough or situated to prevent the flanking of sound around the ends of the barrier, and designed so that significant amounts of sound cannot pass through the barrier. The effectiveness of such a barrier would be greatly reduced if there were gaps in it (as for driveways).

Mitigation of traffic noise impacts for Alternatives 1, 2, 2A, and 4 does not appear practical, because the number of accesses and topography hinders the design of effective sound barriers.

With Alternative 3, some residences could have traffic noise levels reduced with sound barriers. Barriers A, B, and C (see Figure 21 and Table 25) could reduce noise levels between 3 and 7 dBA, however, Harriet and Flanagan Streets limit barrier effectiveness. The effectiveness of the sound barriers could be improved if the access were from Hill Street, and the barrier continued across Harriet and Flanagan Streets as ABC; traffic noise could be reduced 6-8 dBA. The barriers would be concrete walls except for the bridge portion, which would be steel. Table 25 shows the estimated cost for each barrier, plus the cost per residence and cost per residence per dBA reduction. The costs of the barriers are high for the amount of sound reduction that results. Although barrier ABC would reduce traffic noise for a greater number of residences, the neighborhood may not approve of using Hill Street for access. Although mitigation of traffic noise impacts with barriers may be feasible, it may not be desirable or economically practical. Because of the costs, potential changes of residential uses along the route to commercial uses, and the question of closing access to two streets, mitigation of traffic noise impacts with sound barriers was rejected for Alternative 3.

Areas adjacent to the project would also be exposed to additional noise during construction, emitted by various pieces of construction equipment. Noise levels may range from 68-106 dBA at 50 feet. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during the quieter night-time hours. Therefore, construction time constraints would be included in the construction specifications as follows:

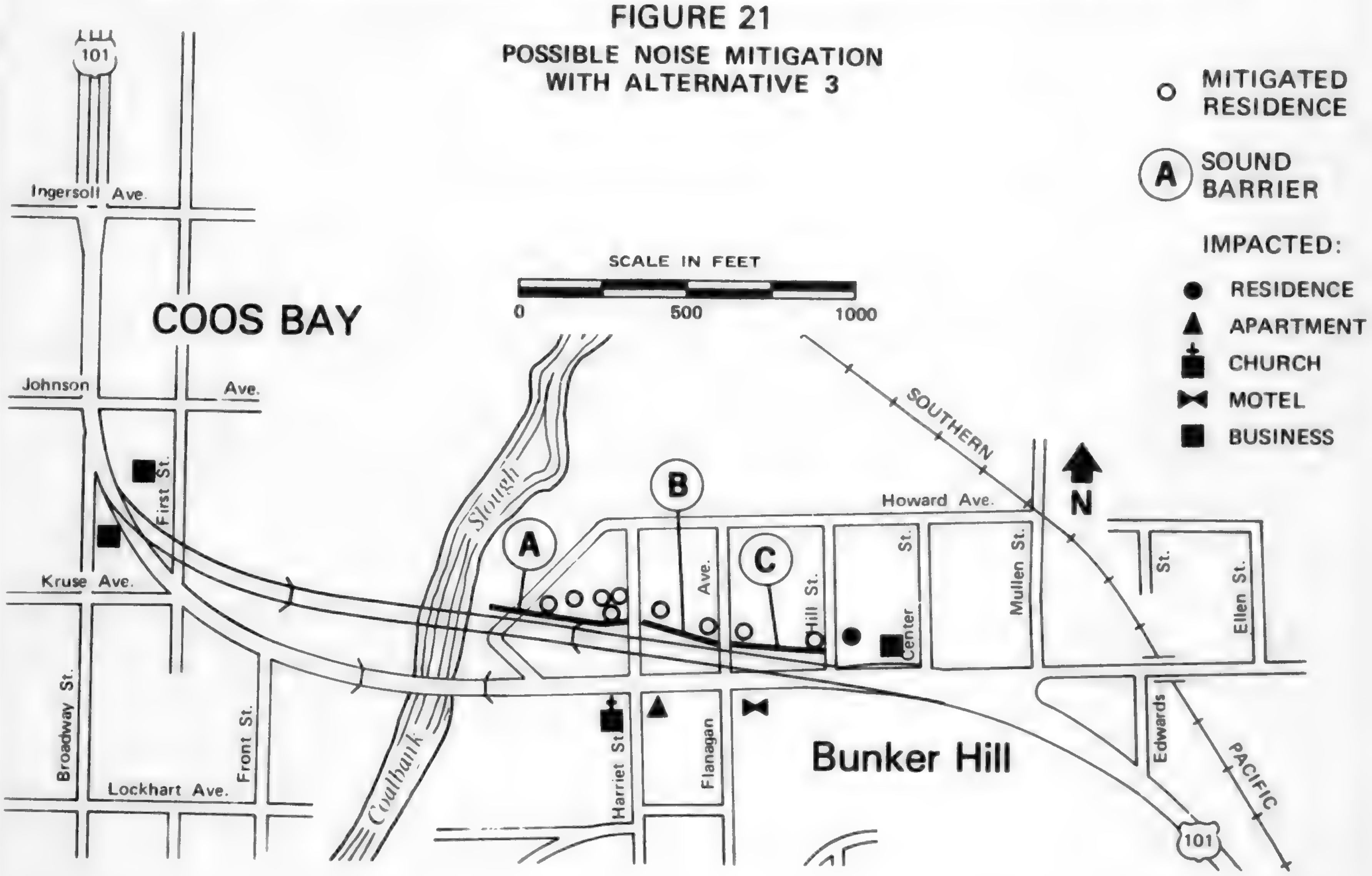
> "Construction activities within 1,000 ft. of an occupied residence will not be allowed on Sundays, legal holidays, or on other days between 10:00 p.m. and 6:00 a.m. Exceptions to this provision can be provided by the resident engineer."

TABLE 25

SOUND BARRIER DATA, ALTERNATIVE 3

Barrier	A	B	C	ABC
Height	6-8 ft.	8 ft.	8 ft.	6-8 ft.
Length	425 ft.	165 ft.	215 ft.	985 ft.
Predicted Noise Levels				
without barrier	68-71 dBA	69-70 dBA	70 dBA	68-71 dBA
with barrier	63-65 dBA	64-67 dBA	65-67 dBA	60-65 dBA
Reduction	5-7 dBA	3-6 dBA	3-5 dBA	6-8 dBA
# of Residences Protected	5	2	2	9
Cost of Barrier	$85,000	$24,000	$30,000	$170,000
Cost per Residence	$17,000	$12,000	$15,000	$ 18,900
Cost per Residence per dBA Reduction	$ 2,850	$ 2,650	$ 3,750	$ 2,700

FIGURE 21
POSSIBLE NOISE MITIGATION WITH ALTERNATIVE 3


101
Ingersoll Ave.
COOS BAY
Johnson Ave.
First St.
Kruse Ave.
Broadway St.
Front St.
Lockhart Ave.
Slough
Coalbank
SCALE IN FEET
0
500
1000
SOUTHERN
PACIFIC
Howard Ave.
A
B
C
Ave.
Hill St.
Center St.
Mullen St.
St.
Ellen St.
Edwards
Harriet St.
Flanagan
Bunker Hill
N
101
○ MITIGATED RESIDENCE
Ⓐ SOUND BARRIER
IMPACTED:
● RESIDENCE
▲ APARTMENT
CHURCH
⋈ MOTEL
■ BUSINESS

> "Pile driving or blasting activities within 3,000 ft. of any occupied residence will not be allowed on Sundays, legal holidays, or on other days between 8:00 p.m. and 8:00 a.m. Exceptions to this provision can be provided by the resident engineer."

Energy Impacts

Energy is used in the construction of the build alternatives. The machinery uses fuel in hauling materials and constructing the roadway and bridge. Energy is also used in production of the materials used in the highway construction. There is roughly a direct relationship between the construction costs in dollars and energy construction costs (in Btu's*). As can be seen in Table 26, Alternative 3 would use the most construction energy, almost twice as much as Alternative 2A.

TABLE 26

ESTIMATED CONSTRUCTION ENERGY COSTS

Alternative	Billions of Btu's
1	506
2	462
2A	352
3	649
4	429

The energy used by traffic in the year 2000 was calculated for the portion of Highway 101 between Ingersoll Avenue and Edwards Street. Table 27 shows the estimated daily vehicular energy use based on travel speeds of 30 mph and fairly level grades. However, Alternative 3 has a 6% grade for a length of 100 feet; this would increase the energy usage estimates for this alternative slightly. The build alternatives differ due to the difference in alignments and thus in the length of roadway between Ingersoll Avenue and Edwards Street. It is estimated that the build alternatives would use more energy in the year 2000 than the no-build, Alternative 5, due to an estimate that there would be more vehicles using this stretch with the build alternatives than with the no-build.

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*Btu = British Thermal Unit; 1 gallon of gasoline equals about 125,000 Btu's.

TABLE 27

ESTIMATED DAILY VEHICULAR ENERGY USE IN THE YEAR 2000*

Alternative No.		Millions of Btu's
Build	1	298.38
Build	2 & 2A	294.46
Build	3	294.46
Build	4	294.46
No-Build	5	277.07

*For roadway section between Ingersoll Avenue and Edwards Street.

Potential Indirect Impacts

Besides the actual acquisition of land and displacement of uses and people for highway improvements, highways change accessibility to areas outside the right-of-way. The change in access may result in changes in land use, which can be considered indirect or secondary impacts of the highway improvement. However, ultimate uses of the land are due to economic forces and are guided by policies and plans set forth by local governments.

As stated previously in the Impact on Businesses section, some businesses on the existing highway would lose direct access from the new highway under Alternative 3. The hardest hit would be the auto-oriented businesses, like fast-food restaurants and gas stations. To reach these businesses, customers would use the old highway but would have to travel out-of-direction. Some of the businesses may change to less auto-oriented businesses or to less intensive uses. Some of these businesses may wish to relocate along the new alignment.

As stated in the Navigation Impacts section, the clearance height of the bridge over the slough would influence the type of water transportation uses upstream; it would also influence the types of water-related development along the slough. Most of the land along the slough to the south of the highway bridge is "open space". There has been a proposal for a marina in the large wetland area (Area No. 18 on Figure 14), which may be developed if a new bridge is built. Besides providing moorage, proposals include a tour boat facility (the tour boat would require more than a 13-foot clearance), a marine repair shop, a restaurant, and possibly condominiums in the future.

The marina has been proposed to provide more moorage for the fishing fleet and/or for recreational boats. The type of boats that would use the slough could be limited by the highway bridge. Although paddle and small motor craft would have adequate clearance with any alternative, sailing boats, fishing boats, and larger motor boats would require a higher bridge or openings of the bascule. The Coast Guard, Port of Coos Bay and Coos-Curry Council of Governments have stated that a bridge with at least 20 feet of vertical clearance would provide for the reasonable needs of navigation.

The wetland area (Area No. 18) proposed for the marina is 35 acres and is classified a salt marsh; this is the largest remaining salt marsh in Coalbank Slough. As mentioned in the Wetlands section, salt marshes are extremely valuable ecologically. Habitat for wildlife and flood storage functions would also be lost if the marina were built; noise and turbidity from erosion would occur during the marina construction. Bulkheads would likely be built to protect the shoreline from erosion, however, they prevent natural seepage of groundwater into the slough and waves cause scouring at their base, disturbing bottom organisms.

Depending on the type of boats to use the marina, dredging and other alteration of the slough may be requested in the future. Dredging would increase turbidity, lower dissolved oxygen, and disrupt bottom communities. Dredging to the south of the existing bridge would require deeper burying of the water mains crossing the slough. A location for disposing of dredge spoils, with minimal environmental impact, would have to be found. Protective measures would need to be taken to prevent bank sloughing, such as limiting boat speed so there is minimal wave erosion of the banks.

There are also adverse impacts related to boat use and maintenance. Boats severely disrupt nesting and spawning areas. Turbulence and motor exhaust cause disruption and water quality problems. Boat sewage could be a potentially severe problem especially in a small slough with poor circulation like Coalbank Slough. Contamination of nearby shellfish beds could occur; in addition, there would be increased oxygen demand on surrounding waters.

In addition to marine development, water-related industrial development may occur with a bridge that allows much waterborne access upstream. The land along the west side of the slough near the bridge is zoned for industrial development, and to the northeast of the bridge the zoning is for water-related industrial development. It is unknown if the new plans being developed and the implementing zoning will continue this designation. Also, a large area along Isthmus Slough in Eastside is already being developed for water-related industrial development and it has better water access; most water-related industrial development would likely go there.

Other areas may be developed for residential or recreational uses related to the slough, including restaurants, tourist shops, and condominiums. Water and sewer lines would have to be extended and this may strain the capacity of these systems. Most of the lands along the slough south of the highway bridge have agricultural soils; most are now in pasture, forest, or other open space uses. The increase in buldings and paved areas would result in an increase in runoff from these impervious surfaces. Pressure may be exerted to fill other wetland areas, resulting in loss of this valuable habitat. Development of the sloping area along Red Dike Road, because it is underlain with tuffaceous sandstone, would require proper drainage as lots are developed to prevent landslides.

The actual development that can occur along the slough will be regulated by the county and city comprehensive plans and the estuary plan, which are now being formulated. Some citizens say this area should be developed for industrial and recreational uses to help diversify the economy of the Coos Bay area. Others say this area should stay as it is to avoid the environmental impacts mentioned above. The height and type of highway bridge is only one factor affecting potential development upstream.

Conformance With Goals and Plans

State statute requires state agencies to "carry out their planning duties, powers and responsibilities and take actions that are authorized by law with respect to programs affecting land use in accordance with statewide planning goals ..." (O.R.S. 197.180). This and other requirements call for coordinated planning by all levels of government and the public to ensure project compatibility with local comprehensive plans.

If a highway project is part of the affected area's comprehensive plan that has been acknowledged to be in compliance with the statewide goals by the Land Conservation and Development Commission (LCDC), the project is in conformance with the goals. If the local jurisdiction's plan has not been acknowledged or if no plan is in effect, the project must be evaluated for its conformance with the goals. Coos Bay and Coos County do not have plans acknowledged by LCDC, and thus this section will summarize possible conflicts between the project alternatives and the statewide planning goals.

1. Citizen Involvement: The project is consistent with the intent of this goal. A Citizens Advisory Committee involving interested individuals in the area was appointed and has worked for many years. A public hearing was held on the proposed alternatives to allow for additional citizen input.

2. Land-Use Planning: This goal requires that state actions shall be consistent with local comprehensive plans. The no-build alternative would be in conflict with the City of Coos Bay's Plan which indicates the need for improvement or replacement of the Coalbank Slough Bridge. The build alternatives would be consistent in this respect, but Alternative 2A would potentially conflict with the City plan's statements that navigability of the waterway be maintained.

3. Agricultural Lands: The no-build alternative would be consistent with this goal because no agricultural land would be acquired. All build

alternatives would require some use of Class I-IV soils. However, this land has largely already been developed for housing and business use and thus the alternatives would not affect any agricultural uses.

4. Forest Lands: All alternatives would be consistent with this goal because no forest land or uses would be affected.

5. Open Spaces, Scenic and Historic Areas, and Natural Resources: There are no known sites of rock or mineral resources or energy sources in the construction area, so no conflicts would occur with any alternative. Also, there are no wilderness areas, historic sites, cultural areas, Oregon recreation trails, or federal or state scenic waterways that would be affected. Some amount of open space would be affected by all of the build alternatives, however, much of this will probably be developed for commercial use in the future anyway. Fish may be disturbed with the build alternatives if pier placement and removal operations take place in the summer or if turbidity occurs. Wildlife habitat would be increased slightly with the build alternatives. A small amount of wetland area would be filled with the build alternatives but would be mitigated by replacement. Wetlands upstream may be affected in the future by development pressures with Alternatives 1, 2, and possibly 3. Views of and from the bridge may be affected by the higher bridge alternatives.

6. Air, Water, and Land Resources Quality: All alternatives would be consistent with the air quality portion of this goal, since air quality standards would be met. Alternatives 1 and 5 are consistent with the noise portion of this goal, since no new traffic noise impacts are created. Alternatives 2, 2A, 3, and 4 may be in conflict with this goal because noise levels would exceed the guidelines and mitigation of all traffic noise impacts would not be possible. Alternative 5 would be consistent with the water quality portion of this goal, but all of the build alternatives may be temporarily inconsistent due to construction effects on water quality.

7. Areas Subject to Natural Disasters and Hazards: All alternatives would be consistent with this goal as no landslides, earthquakes, etc., have occurred along the route, nor has the bridge been topped by floodwaters.

8. Recreational Needs: All alternatives are consistent since no designated recreation areas would be affected. Alternatives 2A and 5 may discourage recreational development of Coalbank Slough, at least for larger boats.

9. Economy of the State: Alternatives 2, 2A, 3, and 4 would displace some existing businesses along the highway; they would be reimbursed for the land and structures acquired for right-of-way and certain relocation and moving expenses. Alternative 3 would change access to some of the highway-oriented businesses, making it harder for them to attract customers. Alternatives 2A and 5 would likely discourage development of the upstream area of the slough for water-oriented industries and services.

10. Housing: Alternatives 2, 2A, 3, and 4 would displace some existing homes. In addition to paying the owners for the land and structures acquired for right-of-way, residents would be reimbursed for certain relocation expenses. These homes are modest and these types of homes are scarce in Coos Bay; if many were displaced it would be hard to find replacements in a price range commensurate with the person's financial capabilities.

11. Public Facilities and Services: Alternatives 2A, 3, 4, and 5 would likely be consistent with this goal; Alternatives 1 and 2, being bascule bridges, may conflict if proper coordination doesn't occur when the bascule is opened and fire trucks, ambulances, or school buses need to use it.

12. Transportation: The build alternatives would comply with this goal since they would provide a safe bridge. Alternative 5 would continue the use of a deteriorated bridge and thus would conflict with this goal.

13. Energy Conservation: In future years, all of the alternatives would result in roughly similar amounts of energy used by vehicles. However, all of the build alternatives would require energy for construction and production of materials, with the more expensive alternatives generally requiring more energy.

14. Urbanization: All alternatives would basically be consistent with this goal in that the alignments go through an already developed area, not a rural area and encouraging development along the route. Some of the alternatives may, however, allow development of the rural upstream portion of the slough. The local land-use plans would regulate this. Since this area is not within the urban growth boundary now, there may be pressure to change the local plans.

15. Willamette River Greenway: Not applicable.

16. Estuarine Resources: All build alternatives may affect estuarine resources, but with the appropriate mitigation, potential conflicts can be minimized.

17. Coastal Shorelands: The project area is within the coastal shorelands planning area. Alternatives 1, 2, 2A, 3, and 4 would fill some wetlands but this impact would be mitigated. Some alternatives may allow development of the rural shorelands upstream of the highway bridge. The local land-use plans would regulate this.

18. Beaches and Dunes: Not applicable.

19. Ocean Resources: All build alternatives may potentially affect fishery resources during construction, but with the appropriate mitigation, potential conflict can be minimized.

Alternative 4, the preferred alternative, will comply with the Statewide Planning Goals. This bridge replacement project complies with goals 1, 2, 3, 7, 8, 11, 12, and 14. With the proper timing of bridge contruction to minimize impact to fish, reseeding of the area disturbed by earth-moving, and replacement of wetlands area lost, the project will also comply with goals 5, 6, 16, 17, and 19. Although some businesses and housing would be displaced for right-of-way, those displaced would be reinbursed for the land, structures, and relocation costs, thus complying with goals 9 and 10. Although any construction project will consume energy, the amount under Alternative 4 would be lower than it would be under almost any other alternative studied, thus complying with goal 13. Alternative 4 would not affect any resources protected by goals 4, 5 or 18.

Local Short-Term Uses and Long-Term Productivity

There is often a trade-off between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity. Sometimes there are short-term gains but over the long term productivity is hampered. Sometimes there is a short-term environmental loss but for a long-term gain.

The construction of any of the build alternatives would result in short-term adverse impacts such as noise, dust, erosion, and traffic delays. Land would be converted from private property to tax-exempt public right-of-way, removing it from other possible future uses. Most of the build alternatives also require some relocation of businesses or homes.

In the long-term, the build alternatives would result in a stronger bridge. A higher fixed span or a bascule would allow navigation upstream. In the long run, this opening of the slough to navigation may result in upstream development, which may result in adverse secondary impacts.

With the no-build alternative, in the short term, there would be the avoidance of the cost of rebuilding the bridge. The state and federal funds could be used elsewhere in the state. The construction impacts, such as noise, and the strains and hardships of business and residential displacement would be avoided. However, these gains would be at the expense of allowing the deteriorated condition of the bridge to persist. This would lead to additional maintenance costs and possibly weight limits. Upstream water-related development would also be limited.

Irreversible and Irretrievable Commitments of Resources

The construction of any of the build alternatives would require natural resources, energy, labor and financial expenditures effectively lost for other purposes. Maintenance of this section of Highway 101, under all alternatives, would require a small amount of funds, energy, labor, and natural resources yearly; with Alternative 5, maintenance would take a larger portion of these resources. A portion of these funds would appear in the local economy as payment for materials, service and wages.

All of the build alternatives would require the permanent conversion of some private property to highway right-of-way. The land acquired for the project would be committed to transportation use, thereby closing options for other uses. Some wildlife habitat would be replaced with fill or pavement for the roadway. The people displaced (by Alternatives 2, 2A, 3, and 4) would be required to locate elsewhere. Similarly, businesses affected by the project may close or have to relocate out of the area, however, this would not significantly affect the local economy.

Specific Mitigation Measures to Be Implemented With Construction of Alternative 4

During construction, care will be taken to prevent erosion of exposed areas and siltation of the slough. Exposed areas will be protected as soon as practical during construction. Straw and other materials will be used to hold soil particles in place as well as to retard and filter surface runoff. Siltation ponds will be used if needed to reduce runoff of turbid water into the slough. Areas will be revegetated by seeding, fertilizing, mulching, and possibly landscaping. Wind erosion, resulting in airborne dust generation, will be controlled by such methods as watering when needed.

Heavy equipment will be kept out of the slough, mud flats, and salt marshes as much as possible. In-water work will be conducted during the time period September 15-January 15 and be coordinated as necessary with the Oregon Department of Fish and Wildlife. Cofferdams will likely be used around the excavation sites for the new bridge piers to contain the turbid water.

The existing bridge will be removed once the new bridge is completed. This could be done with a crane from shore. Debris from the old bridge will be kept out of the slough as much as possible. The old bridge's pilings will be cut off at or below the bottom elevation of the slough rather than be pulled, in order to minimize turbidity.

After the old bridge and approaches are removed, the area adjacent to the slough will be excavated to an inter-tidal elevation to create more wetlands. More information on this is given on page IV-9. Salt marsh species will then likely colonize these areas. This will replace the wetland area filled for the new bridge.

The new bridge and approaches will be designed to minimize debris entrapment and backwater effects, so as not to change the existing flooding patterns. Landscaping along the approaches will also be considered to lessen the visual impact to the houses in Bunker Hill. The use of a tank to collect runoff from the bridge will also be investigated during final design. Runoff with pollutants would be diverted through deck drains into this settling and skimming tank that would release the "cleaned" water to the slough.

If an archeological site is found during construction, the requirements described on page IV-10 will be followed.

Traffic delays during construction will be minimized by placing appropriate signing and use of personnel to conduct traffic flow as smoothly as possible through the construction area. Construction in traffic lanes will be scheduled as much as possible during periods of lower traffic volumes.

Time constraints, as described on page IV-23, will be in effect to lessen the noise disturbance caused by construction machinery, including pile driving.

LIST OF AGENCIES, ORGANIZATIONS AND PERSONS TO WHOM COPIES OF THE DEIS WERE SENT

a. Federal Agencies

- U. S. Department of Agriculture
  - Soil Conservation Service
- U. S. Department of the Army
  - *Corps of Engineers
- U. S. Department of Commerce
  - Deputy Assistant Secretary for Environmental Affairs
  - National Marine Fisheries Service
- U. S. Department of Energy
- *U. S. Department of Health and Welfare
- U. S. Department of Housing and Urban Development
- *U. S. Department of Interior
  - Assistant Secretary-Program Policy
  - Fish and Wildlife Service
- U. S. Department of Transportation
  - *Coast Guard
  - Federal Aviation Administration
- *U. S. Environmental Protection Agency
- *Advisory Council on Historic Preservation

b. State of Oregon Agencies

- Department of Agriculture
- *Department of Economic Development
- *Department of Energy
- *Department of Environmental Quality
- *Department of Fish and Wildlife
- Department of Forestry
- Department of Geology and Mineral Industries
- *Department of Land Conservation and Development
- Department of Water Resources
- *Division of State Lands
- Soil and Water Conservation Commission
- *State Historic Preservation Office
- State Library
- State Parks Branch

c. Others

- City of Coos Bay
  - City Manager
  - Planning Department
  - Public Works Department

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*Comment letters received

c. Others (cont.)

- Coos County
  - * Board of Commissioners
  - Planning Department
  - Public Works Department
- Coos-Curry Council of Governments
- Port of Coos Bay
- Oregon Environmental Council
- Environmental Studies Center, U of O
- Southern Oregon College
- Coos Bay Public Schools
- Coos Bay Fire Department
- Chamber of Commerce of Coos Bay
- Newspapers
  - The Bay Reporter
  - The World
- Southern Pacific Railroad Company
- Citizens Advisory Committee
  - Arlan Fischer
  - Bernice Chalmers
  - Leonard C. Farr
  - Gary H. Hoeger
  - Anne Montgomery
  - Les Streeter
- Karl Elfving
- Bay Area Environmental Committee

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*Comment letters received.

PUBLIC AND AGENCY INPUT, COORDINATION, AND COMMENTS

Citizens Advisory Committee

In June 1975, soon after studies on the replacement of the bridge began, a Citizens Advisory Committee was set up, consisting of seven local residents. The Oregon Action Plan process was discussed with them and preliminary proposals were presented, consisting of a low-level bascule bridge at the present crossing, a low-level bascule bridge located north of the existing, and a 30-foot high fixed span located north of the existing bridge. One member expressed his belief that a fixed span with a clearance of 70 feet would be required.

Meetings in 1976 discussed a method for obtaining public input on the bridge replacement and extension of the Coos Bay couplet. A questionnaire was drawn up asking such things as whether Coalbank Slough should be considered navigable or non-navigable and what type of bridge (low fixed, low bascule, 30-foot high fixed, or 70-foot high fixed) was preferred. The results showed that the majority of those returning the questionnaire* considered the slough non-navigable (62%). Over half favored a low-level fixed span (60%), a quarter favored a low-level bascule bridge (26%), and, of the remainder, all except three persons favored a 30-foot high fixed span.

In a meeting in 1978, a 70-foot high bridge and the location of the crossing of Coalbank Slough at the end of Fourth Street were discussed; the connection with the existing highway southeast of the slough was uncertain. Cost estimates later showed this crossing and its connections to be too expensive (see the discussion of Alternatives A and B in Chapter II). In November 1979, the Citizens Advisory Committee was shown six Alternative proposals, including four bascule bridge alternatives on or near the existing crossing, a 35-foot fixed span, and a 62-foot high fixed span located to the north of the existing crossing.

Agency Involvement

As mentioned earlier in the history of the bridge section (in Chapter I), the Army Corps of Engineers and Coast Guard have been involved in establishing regulations for the opening of the Coalbank Slough highway and railroad bridges. Present Coast Guard regulations required restoration of the draw span of the highway bridge within six months after being notified by the

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*115 people returned the questionnaire. This was not a statistically random sample.

Commandant to do so. If a new bascule bridge had been chosen, the opening regulations would have been set by the Coast Guard. A bridge permit will be required for the selected alternative. The Coast Guard has stated, in their correspondence of July 22, 1980 (see Appendix C), that a low-level fixed bridge (Alternative 2A) would be unacceptable. They stated that a new bridge at or adjacent to the existing highway bridge should provide at least 20 feet of vertical clearance at M.H.W. in order to meet the reasonable needs of navigation.

State agencies were involved in the Clearinghouse Review of the environmental assessment in the summer of 1975. The Division of State Lands said an easement would be required across the State-owned submerged lands of Coalbank Slough. A permit would be required from them if there was to be removal or fill of 50 cubic yards or more below the bank of the waterway; (this is not anticipated with Alternative 4). The Land Conservation and Development Commission (LCDC) said that the project's impacts on estuarine resources should be fully described. "The State has recognized estuaries as critical environmental resources for several years; ... highways have had major adverse impacts on many Oregon estuaries including Coos Bay." They stated that LCDC has adopted goals on Estuarine Resources (Goal 16) and Coastal Shorelands (Goal 17) that should be complied with. Alternative 4 will comply with these goals.

The Oregon Department of Fish and Wildlife concurred that the bridge needed replacement but said "there is not a need for a drawbridge or to open the slough to development." "Development pressures could intensify requests for salt marsh filling and alteration." "Increasing commercial accessibility would cause serious impact upon the estuarine and riparian habitats and to the biological productivity of the area." They opposed dredging of the slough and wished minimal development of the slough to preserve the natural characteristics of the area. The Department of Fish and Wildlife said that all of the build alternatives would have about the same direct impact from a fish and wildlife standpoint and said that the construction of the new bridge should incorporate all standard precautions to avoid direct impacts to the slough environment. These precautions will be incorporated into project specifications, as summarized on page IV-32.

The Coos-Curry Council of Governments (C-CCOG) also was involved in the Clearinghouse Review of the environmental assessment in 1975. The Council approved the intent of the project and said that is was not in conflict with any areawide or local plan. Further review would occur on the design aspects.

The City of Coos Bay, Coos County, and the Port of Coos Bay have participated in discussions involving the bridge. Prior to the March 1966 request for closure of the bridge to marine traffic, Coos County representatives, the city manager, and the manager of the Port of Coos Bay were consulted and were generally in favor of the closure request. However, in February 1973, the city Planning Commission stated that Coalbank Slough should "be kept open as navigable water due to its unique value to the estuarine system" and tremendous recreational potential. On May 22, 1974, Coos County officially opposed closure of the drawbridge, saying the slough is a navigable waterway. Another meeting was held July 24, 1974 with the city Planning Commission, Mayor, City Manager, city and county planning Directors, city Public Works Director, a C-CCOG planner, a representative from the Port, and a property owner. The Port stated that they would be in favor of a fixed span bridge with a clearance of 20 feet above M.H.W., saying that clearance would be adequate to keep the waterway navigable; a fixed span would cost considerably less (approximately half as much as a drawbridge) and would not interfere with road traffic. A motion was passed unanimously by the Port of Coos Bay on August 16, 1974 favoring a fixed span with a clearance of 20 feet at M.H.W.

The Port of Coos Bay, city of Coos Bay, and C-CCOG responded in the spring of 1979 to a request by Southern Pacific Railroad to the Coast Guard for closure of their bridge across Coalbank Slough. The Port reaffirmed their position of keeping the slough navigable and opposed the railroad bridge closure. The C-CCOG approved support for the Port's position that "the highway bridge should be at least 20 feet above M.H.W." and that the slough is a navigable waterway.

Public Hearing

A public hearing was held at 7:30 p.m. on February 4, 1981 in the Public Library Auditorium in Coos Bay, Oregon. Approximately 75 people attended. Fifteen people presented oral testimony and two people submitted comments on cards. More information on the hearing and responses to comments made at the hearing is given in the Hearing Study Report*. In addition, twenty-six letters from citizens, officials, and agencies were received about the project. Responses to comments raised in these letters and copies of these letters appear later in this chapter. A petition signed by 100 people opposing a high bridge and opposing development on the slough was also received.

Comments From Letters and Responses

The following comments were made in letters from citizens, officials and agencies. Exerpts from these letters along with responses to the comments follow. Complete copies of the letters received appear at the end of this chapter.

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*Oregon Department of Transportation Hearing Study Report on the Coalbank Slough Bridge Section of the Oregon Coast Highway in Coos County. This report is available by writing: Commission Services, Oregon Department of Transportation, 121 Transportation Building, Salem, Oregon 97310.

*E.M. BERG

Comment 1. "Mr. Karl Elfving should not be on the Advisory Committee. There is a conflict of interest there."

> Response 1. Citizens are selected for the Citizens Advisory Committee (CAC) to represent the broad range of concerns in the community affected by the project. Karl Elfving was on the CAC when it was first set up but resigned in May 1976. His name is listed on page V-2 because he was sent a copy of the Draft Environmental Impact Statement; this was not meant to imply that he was still on the CAC.

Comment 2. "There is an error in the maps at Center St. and Mullen St. How does southbound traffic go to Eastside? Traffic stops near Center St. to cross northbound traffic to get on Newport Avenue to Eastside."

> Response 2. Our base maps incorrectly showed the street width and medians in this area. The base maps have been corrected and simplified. Southbound traffic can turn to cross northbound traffic and go to Eastside. None of the bridge alternatives would change the traffic pattern of those going to Eastside.

Comment 3. "Someone will have to say no to the use of Coalbank Slough for any purpose requiring dredging, disturbing pipeline crossing and noise on the slough."

> Response 3. The Coos Bay Estuary Management Plan will control the types of land uses along the slough. In addition, the U.S. Army Corps of Engineers and the Oregon Division of State Lands would require permits for dredging in the slough.

*OREGON STATE HISTORIC PRESERVATION OFFICE

Comment 4. "There is an archeological site on the slough (see page III-11) to the east (Catching Slough)."

> Response 4. The project does not involve any work in or along Catching Slough (which is about 2 miles east of Coalbank Slough), so the project will not impact that archeological site.

*OREGON DIVISION OF STATE LANDS

Comment 5. "Mitigation for loss of wetland was only mentioned for Alternative #1 (page IV-8), Alternatives 2, 2A and 4 will also result in wetland losses of approximtely 0.20 acre. Even if the quantity of wetlands lost is deemed minimal at best under Alternatives 2, 2A and 4, some form of mitigation may be required by the Director of the D.S.L. if a state removal-fill permit is required for the project."

Response 5. With Alternative 4, it is unlikely that a state removal-fill permit will be required since there will not be 50 cubic yards or more of fill within the banks of the waterway. Alternative 4 will result in the loss of 0.20 acre of palustrine shoreland wetlands. This loss will be mitigated by replacement in kind near the bridge as described on page IV-9 in the Final Environmental Impact Statement.

*OREGON DEPARTMENT OF ECONOMIC DEVELOPMENT

Comment 6. "Alternative 4 appears to be in the best interests of both ODOT and the communities abutting the bridge. Development of Coalbank Slough as a recreational waterway including industrial, commercial and residential construction adjacent to the waterway will take place when ease of access is assured by a bridge height of at least 20 feet."

Response 6. Alternative 4 has been selected as the preferred alternative.

Comment 7. "It will also be important to keep access via First Street, as it is believed that the City of Coos Bay will eventually develop a one-way couplet utilizing an alignment along First Street for Northbound traffic."

Response 7. All alternatives evaluated in the Environmental Impact Statement, including Alternative 4, would be compatible with the extension of the one-way couplet using First Street.

*OREGON DEPARTMENT OF FISH AND WILDLIFE

Comment 8. "The statement mentions the loss of some wetland areas as a result of construction activities. However, there is no discussion of mitigation as required by planning goal 16 for the loss of this habitat. A mitigation discussion should be included in the Final EIS."

Response 8. The Draft EIS stated that permanent wetland losses would be replaced near the bridge. More information on the mitigation proposed for Alternative 4, the selected alternative, can be found on page IV-9 of the Final EIS.

Comment 9. "The Final EIS should also consider the Draft Coos Bay Estuary Plan. The plan, which has been developed by an interagency and local jurisdiction task force, delineates future land-use options around the estuary, including Coalbank Slough. Some of the statements in the Draft appear irrelevant, based on material contained in this plan."

> Response 9. The 1980 Draft Coos Bay Estuary Plan was discussed in the Draft EIS on pages III-15 and 16. Since this plan has not been officially adopted, the 1975 Coos Bay Estuary Plan (which was adopted prior to the passage of the coastal goals) was also described in the Draft EIS. Some of the potential indirect impacts described on pages IV-26 to 28 would not occur if the 1980 Draft Estuary Plan is adopted.

Comment 10. "The Department also requests that the following conditions be observed during project construction:

1. Provisions shall be made to protect water quality in Coalbank Slough.
2. Disturbed soils shall be stabilized and revegetated.
3. In-water work shall be conducted during the September 15 to January 15 period.
4. All project debris shall be removed from the site.
5. Future project planning and implementation shall be closely coordinated with Bill Mullarkey, district fish biologist."

> Response 10. These measures will be followed during the construction of Alternative 4.

*DEPARTMENT OF ENERGY

Comment 11. The project must be reviewed in the context of anticipated energy facilities--such as the coal transshipment facility proposed for North Spit. Trucks carrying local coal will be using the bridge.

> Response 11. The purpose of this bridge replacement project is to provide a stronger, safer bridge that can be used by trucks. The present bridge would likely not be able to handle the weight of the coal trucks.

Comment 12. Will wetlands that are filled be replaced? "The mitigation program is not well defined."

> Response 12. Alternative 4 will result in the loss of 0.20 acre of palustrine shoreland wetlands. This loss will be mitigated by replacement as described on page IV-9 in the Final EIS.

*OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

Comment 13. "Page III-5, under Fecal Coliform Levels. Remove second sentence that reads: 'This is undoubtedly due to a nearby sewage treatment plant.' Such a statement is without good basis--coliform bacteria in Coalbank Slough come from a multiple of land sources."

Response 13. This sentence has been changed.

Comment 14. "We recommend the following ranking of project alternatives be used when selecting the alternative for construction. The best alternative, from the standpoint of noise impact, is listed first and the worst alternative is listed last:

Alternative 1
Alternative 2, 2A, or 4
Alternative 3"

Response 14. Alternative 4 has been selected as the preferred alternative, as discussed on page II-1. Many factors, including the extent of noise impacts, were considered in the selection process.

*U.S. DEPARTMENT OF THE INTERIOR

Comment 15. "Based on the information submitted, the proposed design alternatives will infringe on adjacent wetland areas. These wetlands are of natural origin and since construction activities include alteration of these areas, then specific provisions for mitigation of any adverse impacts should be outlined in the final document."

Response 15. Alternative 4 will result in the loss of 0.20 acre of palustrine shoreland wetlands. This loss will be mitigated by replacement near the bridge as described on page IV-9 in the Final EIS.

Comment 16. "It should be noted that certain activities related to bridge construction may require permits for which the Department of the Interior has review responsibilities. It is possible that the Fish and Wildlife Service could request denial of permits if damages to fish or wildlife would be excessive, or if specific stipulations are not included in permits to mitigate losses. Such activities should, therefore, be closely coordinated with the Fish and Wildlife Service and other resource agencies before permit applications are submitted to assure that fish and wildlife needs have been adequately addressed."

Response 16. The project is not expected to excessively harm natural communities. Construction activities that may impact fish and wildlife resources will be coordinated as appropriate with the U.S. Fish and Wildlife Service and Oregon Department of Fish and Wildlife, so that adverse impacts will be minimized.

*U.S. COAST GUARD

Comment 17. "On page I-2, Need and Purpose, the sentence beginning with the phrase 'The Coast Guard ruled that...' should be changed to read 'At the request of the State of Oregon, the drawbridge operating regulations were changed to provide that...'. The revision is suggested to ensure that readers understand that the new regulations came about as a result of a proposal by the State, as described more fully in the EIS on page I-4."

Response 17. This sentence has been reworded.

Comment 18. "Because each of the 'build' alternatives would involve the taking of wetlands, in the event that construction of a new bridge is proposed, the Final EIS should include a finding that there is no practicable alternative to such taking."

Response 18. All of the build alternatives would result in some loss of wetlands. The mitigation proposed for Alternative 4 is described on page IV-9; the Wetland Finding is in Appendix E.

Comment 19. "When a proposed action is selected, appropriate mitigation measures should be specified in the Final EIS. Terminology such as 'could' or 'may' in reference to mitigation should be replaced by 'will'."

Response 19. Specific mitigation measures to be implemented with construction of Alternative 4 are described on page IV-32.

Comment 20. "Pages IV-16 and IV-17 include a discussion of the cost to highway users resulting from two bridge openings a day. The rationale for selecting an average of two openings should be described, especially in light of the statements regarding the history of the bridge and the very limited number of previous openings. In addition, any calculation of delay costs for highway traffic also should include a discussion of the economic impact and cost-savings for the waterborne transportation projected to require bridge openings."

Response 20. Road-user costs were calculated to be about $229 per opening as indicated on page IV-17 of the Draft EIS. This calculation was based on the averge traffic in a 15-minute time period (361 cars, 8 medium trucks, and 15 heavy trucks); an average waiting time of 7-1/2 minutes; and costs of time of $3.50 per hour for cars, $15 per hour for medium trucks, and $30 per hour for heavy trucks. The road-user costs of a bridge opening during peak hours or during the summer months would be greater than $229. Likewide, road-user costs would be greater if the bridge opening stopped traffic for more than 15 minutes.

The Draft EIS states "although it is uncertain how frequently the bascule would open, if there were an average of two openings per day, the road-user costs in a year would be about $170,000". This statement is not meant to imply that there will be two openings per day, but is used to show the magnitude of the impact if there were two openings per day.

It is unknown what types and amounts of water transportation will occur on the slough. Thus it is unknown what number of bridge openings will be requested each day. It is thus also impossible to calculate the economic impact and cost-savings for waterborne transportation requiring bridge openings.

Comment 21. "As noted in my letter of 22 July 1980, Alternative 2A would not provide for the reasonable needs of navigation. Based on a thorough review of your Draft EIS, it appears that Alternative 1 would not only provide for highway and waterway traffic, but would have the least overall adverse environmental impact. Construction of the low-level bascule bridge would preserve future waterway options at a cost that would be only slightly more than that of a fixed bridge providing 20 feet or more of vertical clearance. The small additional cost appears to be more than compensated for by the reduction in impacts."

Response 21. As stated on page II-1, Alternative 4 has been selected. Although Alternative 1 has fewer right-of-way impacts, openings of the bascule would disrupt roadway traffic on Highway 101. An intermediate level fixed span (Alternative 4) would provide for the reasonable needs of navigation without disrupting roadway traffic.

*U.S. ARMY CORPS OF ENGINEERS

Comment 22. "As discussed under Wetland Impacts on page IV-8, Alternatives 1, 2, 2A, 3 and 4 would all necessitate some wetland fill, thus, the selected plan may require a Section 404 Permit pursuant to the Clean Water Act of 1977 depending upon the quantity and location of fill. Please contact Burt Paynter of our Regulatory Functions Branch (503-221-6995) to discuss this possibility. Also, if fill is required for pier placement, the same comment would apply."

Response 22. A Section 404 Permit will be applied for from the Army Corps for this project.

Comment 23. "Page IV-2. Water Quality. Will the arrangement of the new bridge piers adversely affect the existing poor tidal flushing of the slough? Will leaving some of the old piling as aquatic habitat while placing new piers impact tidal flushing? If so, a discussion of the effects on existing water quality should be added."

> Response 23. Bridge piers will be designed to minimize the effect on tidal flushing. With Alternative 4, the pilings from the existing bridge will be cut off at or below the bottom elevation.

Comment 24. "Page IV-27. Potential Indirect Impacts. A more detailed discussion should be added that addresses increased development potential from higher elevated or bascule type bridges that would cause a worsening water quality condition in Coalbank Slough. For example, increased pressure on the already inadequate sewage treatment plant for the Bunker Hill area, loss of wetlands resulting in a degradation of water quality related values, an increase in polluted surface runoff from more impervious surfaces, and increased industrial/commercial/residential-related pollution could be discussed."

> Response 24. These possible indirect impacts are discussed on pages IV-26 through 28.

*MARVIN B. WARING (FOR GEORGE LINDSAY)

Comment 25. "The Environmental Impact statement tended to negate the importance of marine traffic to the engineering decision by citing several factors as follows:

1. Restricted access because of the railroad bridge. This consideration, however, is erroneous; I enclose a copy of a letter from the United States Coast guard making it very clear that as soon as any need for access by vessels through Coalbank Slough appears, the Coast Guard will order Southern Pacific to make their own drawbridge operable. I would suspect that if any substantial marine traffic develops, the railroad would leave their bridge open on a regular basis and shut it only when their trains were using it."

> Response 25. The Southern Pacific Railroad Bridge has a swing span with only one foot of vertical clearance at M.H.W. when closed. This is indeed a restriction to marine traffic. The span has not been opened since 1974. The Coast Guard regulation for the railroad bridge states that the draw "need not open for the passage of vessels. However, the draw shall be returned to operable condition within 6 months after notification from the Commandant to take such action." Although the Coast Guard may require the railroad span to be made operable if a marina were developed upstream, it is unknown what the opening schedule would be. It is unlikely that the railroad bridge would be left open often, since Southern Pacific uses this portion of track for switching movements as well as through-train movements.

Comment 26. "2. The EIS cites the shallow depth of Coalbank Slough. There is often at present at least four or five feet of water in Coalbank Slough. This is plenty of water for most intermediate and small vessels to operate in. It is also very likely that as navigation needs increase, this slough will be dredged to its original size to accommodate deeper vessels in a wider channel. Of course, any vessels which have a draft which presses the limits of the channel will pass only at the highest tides, which makes it even more imperative that the clearance of any fixed spans be extremely high, or else that the span be capable of opening."

Response 26. The slough is shallow but is navigable by shallow draft vessels. Dredging is not proposed with this project. The Army Corps of Engineers have no plans for dredging the slough in the immediate future. Thus funding for dredging would be the responsibility of those desiring it and it would be their responsibility to obtain the necessary permits from the Army Corps and the Oregon Division of State Lands. The draft Coos Bay Estuary Plan states that in Coalbank Slough "new dredging is allowable for the purpose of establishing docks and moorage for shallow-draft vessels," but no dredging is allowed in the two large salt marshes.

Comment 27. "3. Much has been made by the proponents of low spans or of fixed spans of the fact that this bridge has not been opened or used on a regular basis for a substantial period. This analysis ignores the fact that historically, prior to the establishment of any draw spans, this slough was used intensively by commercial vessels, including heavy commercial craft, as well as by numerous pleasure boats. Placement of spans by the highway division and by the railroad substantially limited and cut off this traffic, even before the spans became inoperable. The regulations then existing did not force bridge tenders to respond quickly to a vessel's request for an opening as they do now, with a result that vessel traffic was discouraged and finally, when the spans became inoperable, vessels were cut off completely."

Response 27. The present highway bridge was built in 1941. Previously, road travel used a single-leaf bascule bridge with two travel lanes located just to the north of the present bridge site. Up until 1966, the rules and regulations of the U.S. Army Corps of Engineers read "the railroad drawbridge and the county highway drawbridge across Coalbank Inlet shall open for the passage of vessels or other watercraft of any description upon verbal request to the persons in charge of said drawbridge." However, during this time period, the present bridge was only opened 8 times. From July 1966 to September 1974, the highway bridge regulations stated "that whenever a vessel or other watercraft unable to pass under the closed bridge desires to pass through the draw, at least 24 hours' advance notice shall be given. Upon receipt of advance notice, the bridge supervisor would specify an hour for passage through the bridge which would be least disruptive to highway traffic." However, there were no openings of the bridge since 1955. These bridge opening regulations do not seem restrictive to water traffic. Rather, the lack of waterborne traffic led to the alteration of the opening regulations in 1974.

Comment 28. "...the needs for commercial marinas and for docking space for pleasure and commercial craft have increased substantially in this area. Coalbank Slough provides one of the last developable places where such marinas can be provided on the West Coast."

Response 28. None of the alternatives evaluated in this EIS would constrain development of a marina north of the highway bridge in Coalbank Slough. The Coos Bay Estuary Plan places a "high priority on small scale shallow-draft moorage toward the mouth of Coalbank Slough." There are several other areas in the Coos Bay estuary where new marinas could be developed or where existing marinas could be expanded. There are also other estuaries or inlets along the Oregon coast where plans have been made for future development of marine facilities.

*COOS COUNTY BOARD OF COMMISSIONERS

Comment 29. "We concur with the concern expressed by the City of Coos Bay that the selected alternative should interfere as little as possible with the former Evans Wood Products Industrial Site (west of Coalbank Slough and north of U.S. Hwy. 101)."

Response 29. Alternative 4 would result in the acquisition of a small amount of land (about 1.7 acres) from the south side of the Evans Products Site. This would be less impact than that under Alternative 3 or a high bridge alternative; (with a high bridge alternative the site would be bisected). There would be no change in the possible uses of the site as a result of Alternative 4. At most, only minor changes in the development plans would be needed to address the new lot size and access locations.

Comment 30. "We are very concerned about what appeared to be highly adverse conditions for U.S. Highway 101 traffic flow when a bascule span bridge is opened. Further, we question the practicality of a bascule bridge if adverse traffic impacts preclude opening the bridge during regular hours."

Response 30. The highway traffic backups that would occur during the opening of a bascule span was a major concern in alternative selection. With a bascule bridge, a fifteen-minute opening during a peak traffic hour would result in traffic backing up along Highway 101 about one mile on each side of the bridge. Additional delays and backups would occur on the side streets connecting to the highway. Some backup of traffic would also occur if a bascule was opened during off peak hours, although the impacts would probably not be as severe. It is unknown what type of opening schedule would be required by the Coast Guard if a bascule bridge was built.

Comment 31. "We ask that you consider as an additional (build) alternative the bridge concept presented by Mr. Fred Anthony at your Feb. 4, 1981, hearing."

> Response 31. Mr. Anthony's proposal for a high-level fixed-span bridge (to provide approximately 55-foot clearance over the slough) was to extend from the south end of the Highway 101 couplet in Coos Bay to the Newport Avenue intersection in Bunker Hill. It also included some underpasses and intersections on either side of the bridge. A preliminary design of his proposal was prepared for study. This is discussed on page II-4 and shown in Figure 6 (route F). Although this bridge would allow high-masted boats to pass without disruption of highway traffic, it would be many times more expensive than the selected alternative, and would result in extensive socio-economic impacts. Thus, it was not considered a practical alternative.

Comment 32. "We ask that the final EIS contain a more thorough discussion of the possibility of a major reroute of U.S. Highway 101 around portions of Coos Bay/North Bend area. Given the expected future development of Coos Bay as a deep-draft port, we hope the Final EIS will address this long-range planning concern. The Board believes that the proposed improvements to the Coalbank Slough Bridge constitute little more than a bandaid solution to the areas overall transportation problems."

> Response 32. This project was not designed to solve the area's overall transportation problems. Its purpose is to replace a deteriorating bridge and it will use federal Bridge Replacement funds. A reroute of Highway 101 to bypass Coos Bay/North Bend is at least many years in the future and would require much more study into the design and environmental consequences. Even if Highway 101 is rerouted, a safe bridge across Coalbank Slough would be needed for those traveling between Coos Bay and Bunker Hill.

Comment 33. "We question whether a responsible decision is possible without better knowledge of the kinds of vessels intended to be moored in Coalbank Slough. We recognize that the Draft Coos Bay Estuary Management Plan is silent as to the kinds of vessels proposed for Coalbank Slough moorage, and will urge Coos Bay Estuary Inter-Agency Task Force to resolve this question and provide the answer to the Department of Transportation. We would expect this answer to be forthcoming within six months."

> Response 33. It is unknown what number and types of boats will be using the Slough in the future. The Draft Coos Bay Estuary Management Plan states that, in the long term, there is a high priority for a small-scale shallow-draft moorage toward the mouth of Coalbank Slough. In light of the available information, it was determined that Alternative 4 would meet the reasonable needs of navigation, giving a clearance of 20 feet at M.H.W.

*OREGON DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

Comment 34. "While city and county plans are valuable for the information they provide on local land uses, until they are acknowledged by the LCDC, consistency with Oregon's Land Use Planning Program must be based on the goals."

> Response 34. The conformance of the alternatives with each of the statewide planning goals is discussed on pages IV-28 through IV-31.

Comment 35. "There are actually four sections where planning considerations are addressed in the DEIS: Planning and Zoning (III-16); Existing Land Use and Trends (III-19); Conformance with Goals and Plans (IV-30); and Statewide Planning Goals (Appendix B)... Land use considerations could be made clearer if they were consolidated into as few sections as possible."

> Response 35. CEQ* regulations cover the format for Environmental Impact Statements. Chapter 3 describes the existing environment, including the city and county plans and existing land uses. Chapter 4 describes the environmental consequences, including direct land use impacts and potential secondary land use changes. The Conformance with Goals and Plans section is found near the end of Chapter 4 since the goals cover so many topics, including air quality and energy; it seemed logical to discuss this after discussing air and energy impacts. Appendices are used to give supplemental information; here, Appendix B gives the complete goal statements to be referred to by those that want to know more than the goal title.

Comment 36. "The description of whichever alternative is chosen will also have to include a Goal analysis addressing how the chosen alternative is consistent with Oregon's Coastal Management Program. Basically, findings of compliance must include: 1. A determination of which legal standards (Goals) apply to the activity; 2. Findings supported by basic facts demonstrating that approval of the project is consistent with the applicable Goals; and 3. A conclusion explaining the rationale for how the sum total of the facts support the decision as being consistent with the Goals."

> Response 36. The choice of Alternative 4 is consistent with the Draft Coos Bay Estuary Plan, which addressed the coastal goals of Oregon's Coastal Management Program. More details on the consistency of Alternative 4 with the coastal and other statewide planning goals are given on page IV-31.

---

*Council on Environmental Quality

702 Empire Avenue
Coos Bay Oregon 97420
December 5, 1980

Highway Division
Region 3
Roseburg, Oregon

File № LOC 17

Dear Mr. Shirley:

Thank you very much for the copy of Environmental Impact Statement. I had no idea so much was involved. D.E.Q. really complicates your work now

As I have said before, Coos County suffered a big loss in taxes when the Highway was built in 1937. Alternative 4 and 2+2A would save so much property taxes.

1 Mr Karl Elfving should not be on the Advisory Committee. There is a conflict of interest there. He acquired the property on Coal Bank Slough just south of the Bridge many years ago. Now he talks big about a Marina 13 miles from the Ocean. That is ridiculous.

Alternative 4 would be good requiring slight rise in approaches

2 There is an error in the maps at Center St. and Mullen St. How does South bound traffic go to Eastside? Traffic stops near Center St. to cross North bound traffic to get on New Port Avenue to Eastside.

3 Someone will have to say NO to the use of Coalbank Slough for any purpose requiring dredging, disturbing pipelines crossing and noise on the Slough.

Sincerely yours

E.M. BERG
E. M. Berg

P.S. Again I invite you to come sit by my window see my view. From corner of Hill Street and Empire Avenue. E.M.B.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE, Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Return Date: DEC [illegible]

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Draft EIS
Coalbank Slough
Bridge replacement
Coos Co.

4 there is an archaeological site on the slough (see page III-11) to the east (Catching slough)

Agency Historic Preservation By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon , 97310
Phone Number: 378-3732

NOV 2 8 1980

DEC 2 [illegible] 1980

PNRS STATE REVIEW

Project #: 80[illegible] 4 1130 Return Date: ____________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

(X) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

6 Alternative 4 appears to be in the best interests of both ODOT and the communities abutting the bridge. Development of Coalbank Slough as a recreational waterway including industrial, commercial and residential construction adjacent to the waterway will take place when ease of access is assured by a bridge height of at least 20 feet.

7 It will also be important to keep access open via First Street, so it is believed that the City of Coos Bay will eventually develop a one-way couplet utilizing the alignment of First Street for North bound traffic.

Agency Economic Dev. By Richard [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon , 97310
Phone Number: 378-3732

DEC 2 1 19[illegible]

DEC 2 6 19[illegible]

PNRS STATE REVIEW

Project #: 8011 4 1130 Return Date: ____________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

RECEIVED
NOV 2 5 1980
DIVISION OF STATE LANDS

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

5 Mitigation for loss of wetland was only mentioned for Alternative #1 (pg. IV-9), Alternative 2, 2A & 4 will also result in wetland losses of approx. 0.20 acres. Even if the quality of wetlands lost is deemed minimal at best under Alts. 2, 2A & 4, some form of mitigation may be required by the Director of the D.S.L. if a state removal-fill permit is required for this project.

Agency Lands By [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon , 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 8011 4 1130 Return Date: DEC 26 1980

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

PNRS 8011 4 1130

The Oregon Department of Fish and Wildlife has reviewed the Coalbank Slough Bridge Replacement draft environmental impact statement. The statement appears to adequately describe the potential environmental impacts of the various alternatives.

8 The statement mentions the loss of some wetland areas as a result of construction activities. However, there is no discussion of mitigation as required by planning Goal 16 for the loss of this habitat. A mitigation discussion should be included in the Final EIS.

9 The Final EIS should also consider the Draft Coos Bay Estuary Plan. The plan, which has been developed by an interagency and local jurisdiction task force, delineates future land-use options around the estuary, including Coal Bank Slough. Some of the statements in the Draft appear irrelevant, based on material contained in this plan.

10 The Department also requests that the following conditions be observed during project construction:

1) Provisions shall be made to protect water quality in Coal Bank Slough.
2) Disturbed soils shall be stabilized and revegetated.
3) In-water work shall be conducted during the September 15 to January 15 period.
4) All project debris shall be removed from the site.
5) Future project planning and implementation shall be closely coordinated with Bill Mullarkey, district fish biologist.

Mr. Mullarkey can be contacted at 300 - 5th Street Bay Park, Coos Bay, Oregon 97420, telephone number 269-1200.

We appreciate the opportunity to review and comment on this environmental statement.

cc: Bill Mullarkey

Agency Fish & Wildlife By

ENVIRONMENTAL MANAGEMENT SECTION 12/31/80

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 8011 4 1136 Return Date: DEC 26 1980

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(✓) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

see attachment

Agency Energy By Henry S Markus

STATE OF OREGON INTEROFFICE MEMO

TO: Henry Markus DATE: 12-8-80

FROM: Jon Christenson

SUBJECT: DEIS comment / Notes

Goals 16 Estuarine Resources and 17 coastal Shorelands are given only superficial review. Failure to review the mitigation
11 requirements in the context of anticipated energy facilities may constrict future development.
12 The mitigation program is not well defined. Mitigation banking is also an alternative that needs to be considered.

Contains Recycled Materials 01-125-1987

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon
Phone Number: 378-3732

RECEIVED
NOV 25 1980
PUBLIC AFFAIRS

DEC 15

PNRS STATE REVIEW

Project #: 8011 4 1130 Return Date: DEC 26 1980

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

13 Page III-5, Under Fecal Coliform Levels
Remove second sentence that reads: "This is undoubtedly due to a nearby sewage treatment plant." Such a statement is without good basis. Coliform bacteria in Coalbank Slough come from a multiple of land sources.

Agency DEQ By Glen Carter
12/1/80

STATE OF OREGON

INTEROFFICE MEMO

ENVIRONMENTAL QUALITY 229-5360
DEPT. TELEPHONE

TO: Kay Wilcox, State Clearinghouse

DATE: December 11, 1980

FROM: Norman Jette, DEQ Noise Control

SUBJECT: Draft EIS Coalbank Slough Bridge Replacement, Coos Bay (8011-4-1130)

The DEQ Air Quality Division has no comments on this project. The following are the DEQ Noise Pollution Control Section's comments:

14 Generally, the noise analysis for the Coalbank Slough Bridge Replacement project was adequate. We recommend the following ranking of project alternatives be used when selecting the alternative for construction. The best alternative, from the standpoint of noise impact, is listed first and the worst alternative is listed last:

Alternative 1
Alternative 2, 2A, or 4
Alternative 3

Alternative 3 has the most noise impacts associated with it. If alternative 3 is selected for construction, we recommend noise barriers A, B, and C also be constructed to reduce the noise impact.

NLJ:pw

VICTOR ATIYEN

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207 (503) 229-6086

December 22, 1980

Mr. Gary A. Potter, Manager
Environmental Section
Oregon Dept. of Transportatior
412 Transportation Building
Salem, Oregon 97310

Re: Coalbank Slough Bridge Replacement
and Corvallis-Newport Highway #33,
Coast Range Summit-Dudlee Hill
Determination of Consistency

Dear Mr. Potter:

Based upon the Department's review of the air quality documentation for the above referenced projects, they would be consistent with the State Implementation Plan.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program

HWH:h

DEQ-1

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 N.E. Multnomah Street, Suite 1692, Portland, Oregon 97232

December 29, 1980

ER 80/1418

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, NW
Salem, Oregon 97301

Dear Mr. Green:

The Department of the Interior has reviewed the Draft Environmental Impact Statement for the Coalbank Slough Bridge Replacement, Oregon Coast Highway, Coos County, Oregon, and offer the following comments.

General Comments

15 Based on the information submitted, the proposed design alternatives will infringe on adjacent wetland areas. These wetlands are of natural origin and since construction activities include alteration of these areas, then specific provisions for mitigation of any adverse impacts should be outlined in the final document.

16 It should be noted that certain activities related to bridge construction may require permits for which the Department of the Interior has review responsibilities. It is possible that the Fish and Wildlife Service could request denial of permits if damages to fish or wildlife would be excessive, or if specific stipulations are not included in permits to mitigate losses. Such activities should, therefore, be closely coordinated with the Fish and Wildlife Service and other resource agencies before permit applications are submitted to assure that fish and wildlife needs have been adequately addressed.

Sincerely yours,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442-5864

ENVIRONMENTAL SECTION
January 6, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Glen Green
C. O. Fredrickson
Chuck Pietrok
Howard Johnson
Bill Kappus

16590
Serial 544
31 December 1980

State of Oregon
Department of Transportation
ATTN: Mr. Gary A. Potter
Manager, Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: Proposed Replacement of Highway Bridge Across Coalbank Slough, Coos County, Oregon

Gentlemen:

The Draft Environmental Impact Statement (EIS) concerning the above-referenced project has been received. The following comments are provided for your information and consideration:

17 1. On Page I-2, "Need and Purpose", the sentence beginning with the phrase "The Coast Guard ruled that..." should be changed to read "At the request of the State of Oregon, the drawbridge operating regulations were changed to provide that..." The revision is suggested to ensure that readers understand that the new regulations came about as a result of a proposal by the State, as described more fully in the EIS on Page I-4.

18 2. Because each of the "build" alternatives would involve the taking of wetlands, in the event that construction of a new bridge is proposed, the Final EIS should include a finding that there is no practicable alternative to such taking.

19 3. When a proposed action is selected, appropriate mitigation measures should be specified in the Final EIS. Terminology such as "could" or "may" in reference to mitigation should be replaced by "will".

20 4. Pages IV-16 and IV-17 include a discussion of the costs to highway users resulting from two bridge openings a day. The rationale for selecting an average of two openings should be described, especially in light of the statements regarding the history of the bridge and the very limited number of previous openings. In addition, any calculation of delay costs for highway traffic also should include a discussion of the economic impact and cost-savings for the waterborne transportation projected to require bridge openings.

SPEED LIMIT 55
It's a law we can live with.

31 December 1980

Subj: Proposed Replacement of Highway Bridge Across Coalbank Slough, Coos County, Oregon

21 As noted in my letter of 22 July 1980, Alternative 2A would not provide for the reasonable needs of navigation. Based on a thorough review of your Draft EIS, it appears that Alternative 1 would not only provide for highway and waterway traffic, but would have the least overall adverse environmental impact. Construction of the low-level bascule bridge would preserve future waterway options at a cost that would be only slightly more than that of a fixed bridge providing 20 feet or more of vertical clearance. The small additional cost appears to be more than compensated for by the reduction in impacts. It is recommended, therefore, that Alternative 1 be selected as the proposed action. If you should have any questions regarding Coast Guard comments, please contact Mr. Wayne Lee or Mr. John Mikesell of my bridge administration staff.

Thank you for the opportunity to review and comment on the Draft EIS.

Sincerely,

J. H. Holmead

J. H. HOLMEAD III
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
Atlanta, Georgia 30333
(404) 262-6649

December 29, 1980

Mr. Gary Potter
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

We have reviewed the Draft Environmental Impact Statement (EIS) for the Coalbank Slough Bridge Replacement on the Oregon Coast Highway. We are responding on behalf of the Public Health Service.

We do not have any objections to the proposed replacement of the bridge especially since the present bridge is becoming structurally unsound. We did not select an alternative and feel this should be left to the cognizance of the state and Department of Transportation to select the alternative that best serves the needs of that area with the least adverse environmental effects.

Thank you for the opportunity of reviewing this Draft EIS. We would appreciate receiving a copy of the final statement when it is issued.

Sincerely yours,

Frank S. Lisella, Ph.D.
Chief, Environmental Affairs Group
Environmental Health Services Division
Bureau of State Services

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-3

2 January 1981

Mr. Gary A. Potter
Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

Dear Mr. Potter:

We have reviewed the Draft Environmental Impact Statement entitled Coalbank Slough Bridge Replacement, Oregon Coast Highway, Coos County, Oregon, and have the following comments related to our areas of responsibility for flood control, navigation, hydropower, and regulatory functions:

22 1. As discussed under Wetland Impacts on page IV-8, alternatives 1, 2, 2A, 3, and 4 would all necessitate some wetland fill, thus, the selected plan may require a Section 404 Permit pursuant to the Clean Water Act of 1977 depending upon the quantity and location of fill. Please contact Burt Paynter of our Regulatory Functions Branch (503-221-6995) to discuss this possibility. Also, if fill is required for pier placement, the same comment would apply.

23 2. Page IV-2. Water Quality. Will the arrangement of the new bridge piers adversely affect the existing poor tidal flushing of the slough? Will leaving some of the old piling as aquatic habitat while placing new piers impact tidal flushing? If so, a discussion of the effects on existing water quality should be added.

24 3. Page IV-27. Potential Indirect Impacts. A more detailed discussion should be added that addresses increased development potential from higher elevated or bascule type bridges that would cause a worsening water quality condition in Coalbank Slough. For example, increased pressure on the already inadequate sewage treatment plant for the Bunker Hill area, loss of wetlands resulting in a degradation of water quality related values, an increase in polluted surface runoff from more impervious surfaces, and increased industrial/commercial/residential-related pollution could be discussed.

Thank you for the opportunity to comment.

Sincerely,

ROBERT P. FLANAGAN
Chief, Engineering Division

Advisory Council On Historic Preservation

1522 K Street, NW
Washington, DC 20005

Reply to:

Lake Plaza South, Suite 616
44 Union Boulevard
Lakewood, CO 80228

January 2, 1981

Mr. Gary A. Potter
Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

Thank you for your request of November 19, 1980, for comments on the environmental statement for Coalbank Slough Bridge Replacement. Pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969 and the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800), we have determined that your draft environmental statement appears adequate concerning our area of interest, and we have no further comments at this time.

Sincerely,

Louis S. Wall
Chief, Western Division
of Project Review

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 443

7 JAN 1981

Gary Potter
Oregon Department of Transportation
Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: Coalbank Slough Bridge Replacement DEIS

Dear Mr. Potter:

We appreciate the opportunity to review the Draft Environmental Impact Statement for the Coalbank Slough Bridge Replacement. On the basis of our review we are rating this EIS LO-1 (LO - Lack of Objections; 1 - Adequate Information). In accordance with the Environmental Protection Agency's responsibilities under Section 309 of the Clean Air Act, this rating will be published in the Federal Register.

Sincerely yours,

Elizabeth Corbyn

Elizabeth Corbyn, Chief
Environmental Evaluation Branch

cc: I. Lloyd, FHWA
P. Riedle, FHWA
S. Little, EPA
J. Vlastelicia, EPA

LAW OFFICES
HAYNER, WARING, STEBBINS & COFFEY
748 CALIFORNIA STREET
NORTH BEND, OREGON 97459

MICHAEL R. STEBBINS
MARVIN B. WARING
JONATHAN W. HAYNER
JAMES C. COFFEY

TELEPHONE
(503) 756-2066

February 6, 1981

State Highway Division
Department of Transportation
1523 S.E. Cobb St.
Roseburg, OR 97470

RE: Coalbank Slough Bridge Replacement Project

Gentlemen:

I represent George Lindsay, the owner of lands upstream from the proposed bridge site upon which he intends to develop a commercial marina. We were present and I testified at the February 4 hearing in the Coos Bay Library regarding this project.

I noted with interest that the Environmental Impact statement tended to negate the importance of marine traffic to the engineering decision by citing several factors as follows:

25 1. Restricted access because of the railroad bridge. This consideration, however, is erroneous; I enclose a copy of a letter from the United States Coast Guard making it very clear that as soon as any need for access by vessels through Coalbank Slough appears, the Coast Guard will order Southern Pacific to make their own drawbridge operable. I would suspect that if any substantial marine traffic develops, the railroad would leave their bridge open on a regular basis and shut it only when their trains were using it.

26 2. The EIS cites the shallow depth of Coalbank Slough. There is often at present at least four or five feet of water in Coalbank Slough. This is plenty of water for most intermediate and small vessels to operate in. It is also very likely that as navigation needs increase, this slough will be dredged to its original size to accommodate deeper vessels in a wider channel. Of course, any vessels which have a draft which presses the limits of the channel will pass only at the highest tides, which makes it even more imperative that the clearance of any fixed spans be extremely high, or else that the span be capable of opening. Obviously, the larger the vessel the more likely it is to have masts that exceed 40 or 50 feet.

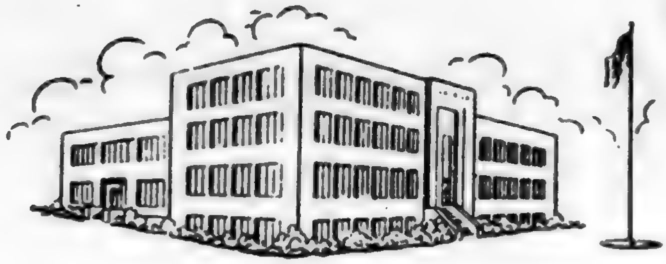
3. Much has been made by the proponents of low
spans or of fixed spans of the fact that this
bridge has not been opened or used on a regular
basis for a substantial period. This analysis
ignores the fact that historically, prior to he
establishment of any draw spans, this slough was
used intensively by commercial vessels, including
heavy commercial craft, as well as by numerous
27 pleasure boats. Placement of spans by the highway
division and by the railroad substantially limited
and cut off this traffic, even before the spans
became inoperable. The regulations then existing
did not force bridge tenders to respond quickly to
a vessel's request for an opening as they do now,
with a result that vessel traffic was discouraged
and finally, when the spans became inoperable,
vessels were cut off completely. In the meantime,
the area has grown substantially, and the needs
for commercial marinas and for docking space for
28 pleasure and commercial craft have increased sub-
stantially in this area. Coalbank Slough provides
one of the last developable places where such
marinas can be provided on the West Coast. A
bridge span which interferes with this traffic
will destroy, or severely curtail, the value of
this very scarce and important resource.

Mr. Lindsay does not want to see the commercial property abutting this existing highway interfered with any more than is absolutely necessary. Although he would prefer the highest possible span, such as a fixed span at the 70 or 80 foot level, he would accept a lower span that would open when needed, so long as it was high enough to accommodate the bulk of the traffic without requiring that the draw be operated. The 35 foot level would be best for this, if the existing alternative was modified to provide for a draw span in it. However, because of its substantial impact on neighboring commercially developable and already developed properties, a draw span at the 20 foot level, modifying your alternative four, might be chosen.

Sincerely,

Marvin B. Waring

MBW:sl
Enclosure
cc: Mr. George Lindsay



County of Coos

BOARD OF COMMISSIONERS
COOS COUNTY COURTHOUSE
COQUILLE, OREGON 97423
Phone: 396-3121

R. A. "Bob" Emmett
Ed "Doc" Stevenson
Jack L. Beebe, Sr.

February 9, 1981

Alfred J. Shirley, Jr.
Hearings Officer
Oregon Transportation Commission
Transportation Building
Salem, Oregon 97310

SUBJECT: PROPOSED COALBANK SLOUGH BRIDGE REPLACEMENT

Dear Mr. Shirley:

The Coos County Board of Commissioners has reviewed the Draft Environmental Impact Statement on the Coalbank Slough Bridge Replacement. The draft EIS is well-organized, easy to read, and contains a good analysis of current problems and possible future impact.

The Board is acutely interested in promoting adequate boat moorage in Coos Bay. This includes the possibility of developing moorage in Coalbank Slough. Likewise, the Board fully recognizes the importance of protecting the integrity of U.S. highway 101, our major intercounty transportation corrodor. The Board feels that resolving confiicts between these competing transportation uses should be one of the main objectives of your EIS.

Therefore, as promised by our representative at your public hearing in Coos Bay on February 4, 1981, we offer the following specific comment that should be addressed in the final EIS:

29 1. We concur with the concern expressed by the City of Coos Bay that the selected alternative should interfere as little as possible with the former Evans Wood Products Industrial Site (west of Coalbank Slough and north of U.S. Hwy. 101).

30 2. We are very concerned about what appeared to be highly adversed conditions for U.S. Highway 101 traffic flow when a bascule span bridge is opened. Further, we question the practicality of a bascule bridge if adverse traffic impacts preclude opening the bridge during regular hours.

31 3. We ask that you consider as an additional (build) alternative the bridge concept presented by Mr. Fred Anthony at your February 4, 1981, hearing. Mr. Anthony discussed this concept with the Board of Commissioners on February 9, 1981, and the Board finds that the substantial benefits of the proposal merit further study; please address this concept in your final EIS.

32 4. We ask that the final EIS contain a more thorough discussion of the possibility of a major reroute of U.S. Highway 101 around portions of Coos Bay/North Bend area. Given the expected future development of Coos Bay as a deep-draft port, we hope to the final EIS will address this long-range planning concern. The Board believes that the proposed improvements to the Coalbank Slough Bridge constitute little more than a bandaid solution to the area's overall transportation problems.

33 5. We question whether a responsible decision is possible without better knowledge of the kinds of vessels intended to be moored in Coalbank Slough. We recognize that the Draft Coos Bay Estuary Management Plan is silent as to the kinds of vessels proposed for Coalbank Slough moorage, and will urge Coos Bay Estuary Inter-Agency Task Force to resolve this question and provide the answer to the Department of Transportation. We would expect this answer to be forthcoming within six months.

We are encouraged that progress in replacing the bridge is finally under way and we sincerely appreciate the opportunity to participate in the selection process. However, until our expressed concerns are addressed, we feel that the technical information provided in the draft EIS is not sufficient to enable us to recommend a specific build alternative.

Sincerely,
COOS COUNTY BOARD OF COMMISSIONERS

Bob Emmett
Chairman

Commissioner

Doc Stevenson
Commissioner

BOC/WPG/cah

cc: City of Coos Bay
Coos Bay InterAgency Task Force (c/o Crystal Shoji)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon , 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 8011 4 1130 Return Date: DEC

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(✓) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

34 WHILE CITY AND COUNTY PLANS ARE VALUABLE FOR THE INFORMATION THEY PROVIDE ON LOCAL LAND USES, UNTIL THEY ARE ACKNOWLEDGED BY THE LCDC CONSISTENCY WITH OREGON'S LAND USE PLANNING PROGRAM MUST BE BASED ON THE GOALS. I SUGGEST YOU USE THE TABLE IN APPENDIX B TO MAKE FINDINGS OF CONSISTENCY FOR THE SELECTED ALTERNATIVE.

Agency LCDC By 12/1/80

Department of Land Conservation and Development
1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

February 10, 1981

Kay Wilcox
IRD
155 Cottage Street N.E.
Salem, OR 97310

Dear Kay,

On December 1, 1980, I commented on Oregon Department of Transportation's Draft Environmental Impact Statement on Coal Bank Slough Bridge Replacement (PNRS 8011-4-1130). That letter suggested ODOT's consistency determination of compliance with the Statewide Planning Goals be included in Appendix B.

35 There are actually four sections where planning considerations are addressed in the DEIS: Planning and Zoning (III-16); Existing Lane Use and Trends (III-19); Conformance with Goals and Plans (IV-30); and Statewide Planning Goals (Appendix B). The intent of our initial comments was that land use considerations could be made clearer if they were consolidated into as few sections as possible.

The Oregon Department of Transportation does a good job of describing the possible Goal issues to be considered in the project's final analysis. 36 The description of whichever alternative is chosen will also have to include a Goal analysis addressing how the chosen alternative is consistent with Oregon's Coastal Management Program. Basically, findings of compliance must include:

1. A determination of which legal standards (Goals) apply to the activity;
2. Findings supported by basic facts demonstrating that approval of the project is consistent with the applicable Goals;
3. A conclusion explaining the rationale for how the sum total of the facts support the decision as being consistent with the Goals.

This should clarify the intent of our December 1, 1980 comments to your office.

Sincerely,

Jeff Michel
Coastal Program Coordinator

cc: Glen Hale, Coastal Field Office
Gary Potter, ODOT Environmental Section

JM:af
4318A

LIST OF PREPARERS

OREGON DEPARTMENT OF TRANSPORTATION PERSONNEL:

Banks, Maxine; Cultural Resources Specialist, 12 years general environmental and legisltive work, ODOT environmental research since 1972.

Bard, Robert C.; Physical Scientist, Ph.D., Geography, 15 years of college teaching, ODOT environmental research since 1977.

Brown, Donna M.; Research Assistant, 4 years ODOT environmental research.

Dykman, Pieter T.; Research Coordinator, M.A., Geography. ODOT environmental research since 1973.

Frick, Walter E.; Air Quality Engineer, M.A., Meteorlogy, 4 years experience in cooling tower plume research and atmospheric dispersion modeling, 1-1/2 years ODOT environmental research.

George, Anthony J. Jr.; P.E., Engineering Coordinator, B.S., Civil Engineering, ODOT and DEQ acoustics and air quality research since 1971.

Gilmour, Cam; Project Coordinator, M.S., Economics, ODOT environmental research since 1972.

Harney, Priscills J.; Water Quality Specialist, M.S., Marine Radiology, Water Resources, 9 years ODOT environmental research.

Krukar, Milan; Economist, M.S., Civil Engineering, 15 years of research and teaching. ODOT economic research since 1979.

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Noble, Ronald T.; Air Quality Engineer, B.S., Chemistry, 10 years in chemistry and chemical engineering, ODOT environmental research since 1978.

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Powers, Roger A.; Biologist, M.S., Wildlife Biology, 5 years as research biologist and fisheries management, ODOT environmental research since 1972.

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Wilder, Carol; Research Assistant, B.S., Economics and Business Administration, ODOT environmental research since 1979.

FEDERAL HIGHWAY ADMINISTRATION PERSONNEL:

Lowe, Thomas; P.E., P.L.S., Area Engineer, B.S., Civil Engineering, FHWA work on highway location, design, construction, and maintenance since 1963.

Riedl, Paul V.; Environmental Coordinator, B.S., Civil Engineering, 28 years in FHWA engineering, FHWA Environmental Coordinator since 1978.

APPENDICES

APPENDIX A
LETTER FROM THE STATE HISTORIC PRESERVATION OFFICE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

June 20, 1980

In Reply Refer to
File No.:

Pieter Dykman
Environmental Section
412 Transportation Building
Salem OR 97310

ATTN: Maxine Banks

Dear Mr. Dykman:

RE: Colebank Slough
Coos County

This letter is in response to your request for official comment from the State Historic Preservation Office regarding impact of your federally funded project on cultural resources.

After a careful review of your proposed project, our office can offer the following comments. We feel the area of the project is not of historic significance and since ground disturbance of previously undisturbed ground is minimal, this office feels that there will be no likely impact to archeological resources. We therefore feel no cultural resource surveys are required and that the project is in compliance with Public Law 89-665 and Executive Order 11593.

For further information regarding projects, contact Leland Gilsen, state preservation archeologist, at 378-5023.

Sincerely,

D.W. Powers III
SHPO Designee

DWP:LG:nmw

Form 734-3122

APPENDIX B

STATEWIDE PLANNING GOALS

GOAL 1. CITIZEN INVOLVEMENT
To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

GOAL 2. LAND USE PLANNING
To establish a land use planning process and policy framework as a basis for all decisions and to assure an adequate factual base for such decisions and actions.

GOAL 3. AGRICULTURAL LANDS
To preserve and maintain agricultural lands.

GOAL 4. FOREST LANDS
To conserve forest lands for forest uses.

GOAL 5. OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES
To conserve open space and protect natural and scenic resources.

GOAL 6. AIR, WATER AND LAND RESOURCES
To maintain and improve the quality of the air, water and land resources of the State.

GOAL 7. AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS
To protect life and property from natural disasters and hazards.

GOAL 8. RECREATIONAL NEEDS
To satisfy the recreational needs of the citizens of the State and visitors.

GOAL 9. ECONOMY OF THE STATE
To diversify and improve the economy of the State.

GOAL 10. HOUSING
To provide for the housing needs of citizens of the State.

GOAL 11. PUBLIC FACILITIES AND SERVICES
To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

GOAL 12. TRANSPORTATION
To provide and encourage a safe, convenient and economic transportation system.

GOAL 13. ENERGY CONSERVATION
To conserve energy.

GOAL 14. URBANIZATION
To provide for an orderly and efficient transition from rural to urban land use.

GOAL 15. WILLAMETTE RIVER GREENWAY

To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

GOAL 16. ESTUARINE RESOURCES

To recognize and protect the unique environmental, economic and social values of each estuary and associated wetlands; and

To protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

GOAL 17. COASTAL SHORELANDS

To conserve, protect, where appropriate develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and

To reduce the hazard to human life and property, and the adverse effects upon water qulaity and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

GOAL 18. BEACHES AND DUNES

To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and

To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

GOAL 19. OCEAN RESOURCES

To conserve the long-term values, benefits and natural resources of the nearshore ocean and the continental shelf.

APPENDIX C
LET R FROM THE COAST GUARD

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442-5864

16590
Serial 342
22 July 1980

State of Oregon
Department of Transportation
Highway Division
ATTN: Mr. Gary A. Potter
Manager, Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: Proposed Replacement of Highway
Bridge Across Coalbank Slough,
Coos County, Oregon

Gentlemen:

Your letter dated 16 June 1980, forwarding a copy of the preliminary draft Environmental Impact Statement (EIS) for the above-referenced bridge, has been received. An initial review has been completed and the following information is provided concerning navigational considerations for Coalbank Slough. Comments on other aspects of the proposed project will be held in abeyance at this time.

Coalbank Slough is tidal at the site of the proposed bridge project and is, therefore, a navigable water of the United States for bridge permit purposes. A Coast Guard bridge permit would be required for any of the proposed alternatives, with the exception of the "No-Build Alternative" (Alternative 5). Review of information relating to Coalbank Slough has resulted in a preliminary determination that any replacement structure across the waterway at, or adjacent to, the site of the existing highway bridge should provide at least 20 feet of vertical clearance at mean high water in order to meet the reasonable needs of navigation. This determination reflects the views of such agencies as the City of Coos Bay, the Port of Coos Bay, and the Coos-Curry Council of Governments. It should be noted that these views have been expressed as recently as April, 1979. Alternatives 1, 2, 3, and 4 would provide vertical clearances meeting the recommendations of the above-cited agencies; Alternative 2A would not. Alternative 5 would not change the present situation.

SPEED
LIMIT
55
It's a law we
can live with.

22 July 1980

Subj: Proposed Replacement of Highway Bridge Across Coalbank Slough

Selection of a proposed alternative should include input from the agencies listed above and should recognize that a low-level fixed bridge would not meet the reasonable needs of navigation (Alternative 2A). These concerns should be incorporated in the draft and final EIS's, especially in the discussions of the history of the bridge and of public and agency input and coordination.

If additional information regarding Coast Guard concerns is needed or if you should have questions as to navigational requirements for the affected waterway, please contact Mr. Wayne Lee or Mr. John Mikesell of my staff for assistance.

Sincerely,

J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

APPENDIX D

DESIGN NOISE LEVELS

Activity Category	Design Noise Levels* Leq	L_{10}	Description of Activity Category
A	57 dBA (Exterior)	60 dBA (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks**, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 dBA (Exterior)	70 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks** which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 dBA (Exterior)	75 dBA (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	[For requirements, see paragraphs 11a and c in FHWA Program Manual]		Undeveloped lands.
E	52 dBA (Interior)	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

---

*Either L_{10} or Leq (but not both) design noise levels may be used on a project.

**Parks in Categories A and B include all such lands (public or private) which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Figure 3-1.

APPENDIX E

WETLAND FINDING

This statement sets forth the basis for a finding that there is no practicable alternative to construction in the wetlands located in the proposed Federal-Aid highway project, and that the highway proposal includes all practicable measures to minimize harm to the wetlands which may result from such use. This finding is made in accordance with the requirements of Executive Order (E.O.) 11990 on the Protection of Wetlands, dated May 24, 1977.

Alternatives to Construction in Wetlands

Several corridor alternatives were studied but considered unreasonable, as discussed in Chapter II. Routes upstream of the existing bridge were studied and would have involved extensive impacts to salt marshes. Several high bridge alternatives nearer the existing bridge were also studied. Although these would not have impacted wetlands, these alternatives would have resulted in extensive socio-economic impacts and were much more costly, and thus were not considered further.

All of the alternatives evaluated in the Draft EIS, except the No-Build (Alternative 5), would involve some impact to wetlands. The No-Build Alternative would not solve the problem of providing a safe bridge for highway traffic. Alternative 4, the selected alternative, will impact only 0.2 acre of palustrine wetlands, which is equal to or less than in area to that impacted by Alternatives 2, 2A, and 3 and is poorer quality wetland than that impacted by Alternative 1. Thus, no practical alternative to the proposed construction was found that would have less impact on wetlands.

Measures to Minimize Harm

The location of the new bridge and approaches avoids impacts to high-value salt marsh areas. As disussed on page IV-9, only 0.2 acre of lower-value palustrine wetlands will be filled. New wetlands will be created. One will be a roadside ditch similar to the ditch being filled. The others will be located just south of the new bridge within the highway right-of-way. Their creation will involve excavation of the old bridge approaches to tidal level on each side of the slough. These areas will develop naturally as salt marsh, and be of a larger size as well as higher value than the impacted wetlands.

Indirect impacts, such as siltation, on adjacent wetlands will be minimized by the use of standard erosion control measures. This includes seeding and planting of fill slopes to prevent soil particles from eroding and entering the slough.

Conclusion

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands, and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

APPENDIX F

LIST OF TECHNICAL REPORTS ON THE COALBANK SLOUGH BRIDGE REPLACEMENT PROJECT

Geology Report

Water Quality Report

Biology Report

Cultural Resources Report

Socio-economic Research Report

Planning, Land Use, and Aesthetic Report

Air Quality Report

Noise Study Report

Copies are available upon request from:

The Environmental Section
412 Transporation Building
Salem, OR 97310
(503) 378-8511

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14.1-1
Coalbank
Slp.

CON

November 23, 1982

NOTED
H. S. COULTER

Larry Hink, Broker
Justrom & Stromme Realtors
543 S. 4th Street
Coos Bay, OR 97420

Dear Mr. Hink:

Your letter of November 11, concerning the Coalbank Slough proposed project has been reviewed.

The proposed Coalbank Slough Bridge project provides access to the existing city streets only. No direct access to the highway from adjacent property will be permitted for safety reasons. Northerly of the bridge streets to be connected will be First Street north and south; Kruse Avenue to the west; and Front Street to the south. No other access will be provided.

The project is currently scheduled for fiscal 1984.

I have attached a map showing those proposed connections.

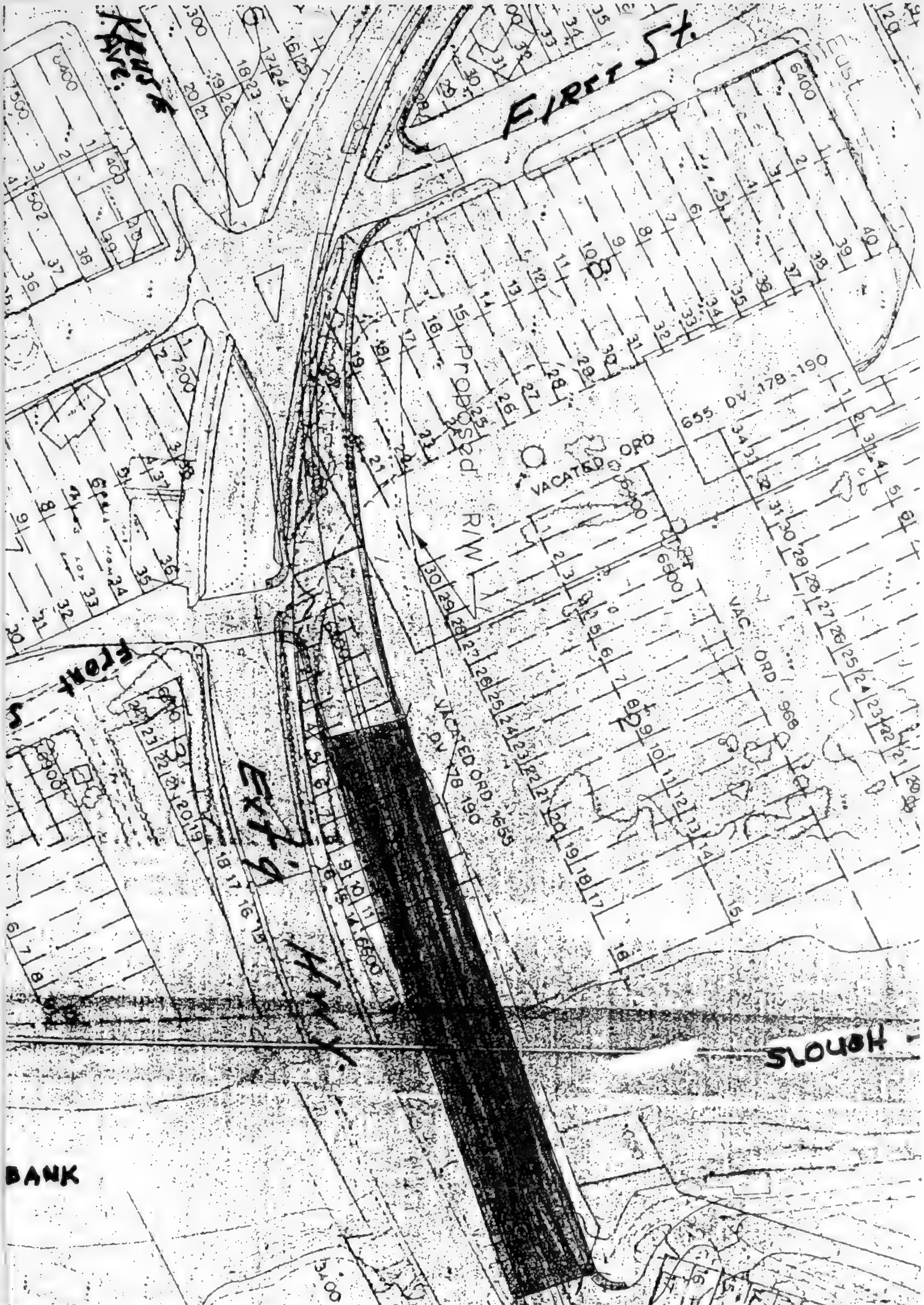
/s/ LESH

H. S. Coulter, P.E.
State Highway Engineer

HSC:tc

enc.

bc Alfred Shirley, Jr.


Kerns Ave.
First St.
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Front St.
Proposed R/W
VACATED ORD
655 DV 178-190
VAC ORD 968
VACATED ORD 1655 DV 178 190
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6500
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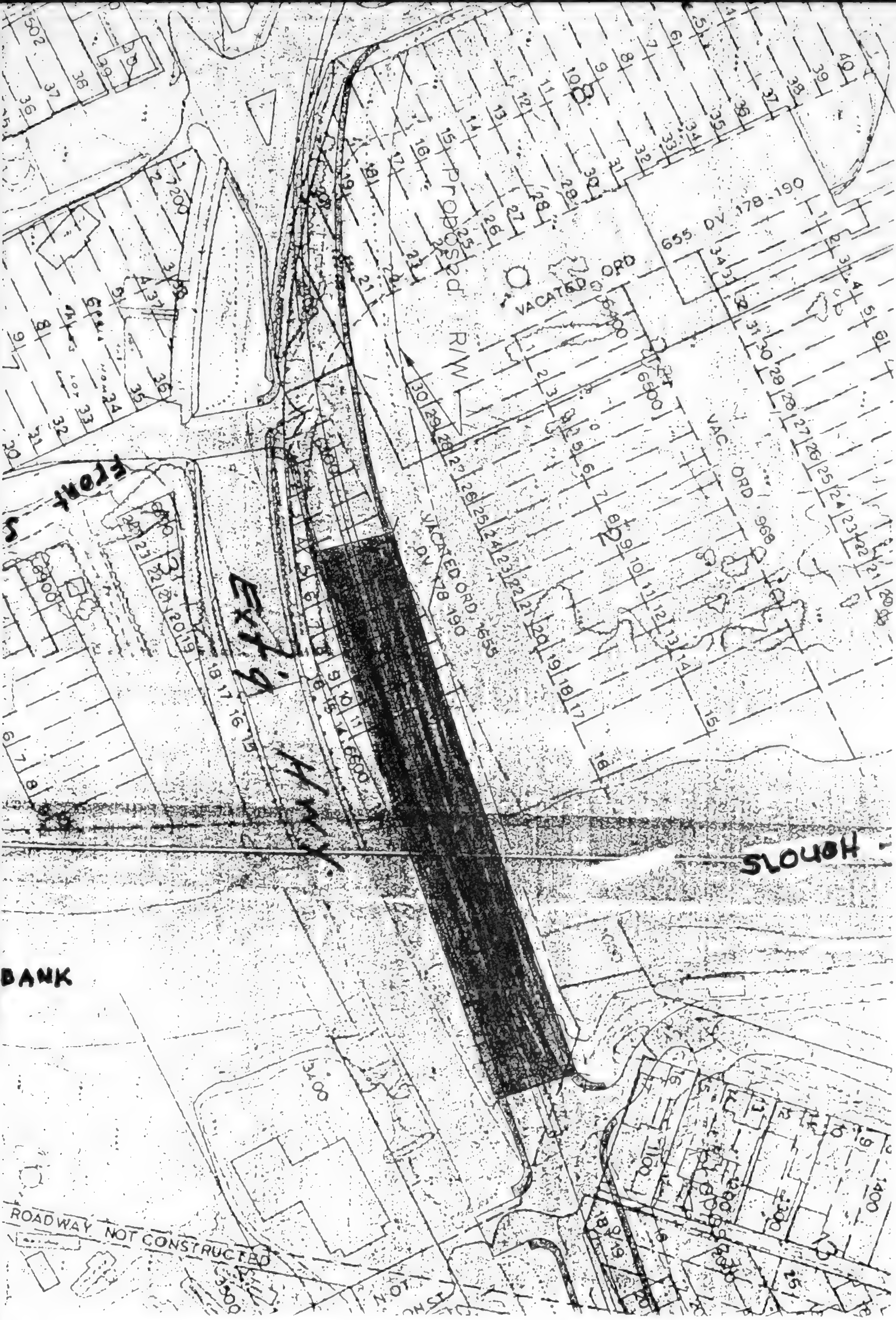
Ext. 9
HWY.
SLOUGH
BANK


Front St
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JUSTROM &
STROMME
REALTORS
SINCE 1957

REALTOR

543 S. 4th Street
COOS BAY, OREGON 97420
Phone 503 – 267-7078

Larry Hink, Ron Stromme – Brokers

RECEIVED
STATE HWY ENGR
NOV 12 '82
REFER TO
A. Shirley
FOR
Info Inves [✓ R/D] D/R Sign Act File

ey
11/12
due
11/26

11 November 1982

Scott Coulter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

REPLACEMENT OF COALBANK SLOUGH BRIDGE - COOS BAY, OREGON

Mr. Bill Brown, the local highway engineer, suggested that I write to you concerning the replacement of the Coalbank Slough Bridge on Highway 101 in Coos Bay. My problem is that we have a fast food, hamburger type, restaurant that wishes to locate on property being effected by the new bridge. My prospect would be interested in purchasing some land in the area that I have marked with an "x" on your map.

The restaurant group would be interested in purchasing land which would lie north and abutting the proposed new bridge. They would, of course, want to have access to plans for the exit near Front Street heading north, as well as possible access to the north side of the new bridge near Front Street for traffic heading south.

It is my understanding that the replacement of the Coalbank Slough Bridge is scheduled for 1984 on the Transportation Department's replacement list. Of course, my customers do not want to buy a piece of ground and later find that the new bridge is not going in and/or that exits heading north and south to the property are not desirable. I would very much like to be able to provide some definite answers to these questions and would greatly appreciate a letter from you regarding this project.

Cordially,

Larry Hink

Larry Hink, Broker

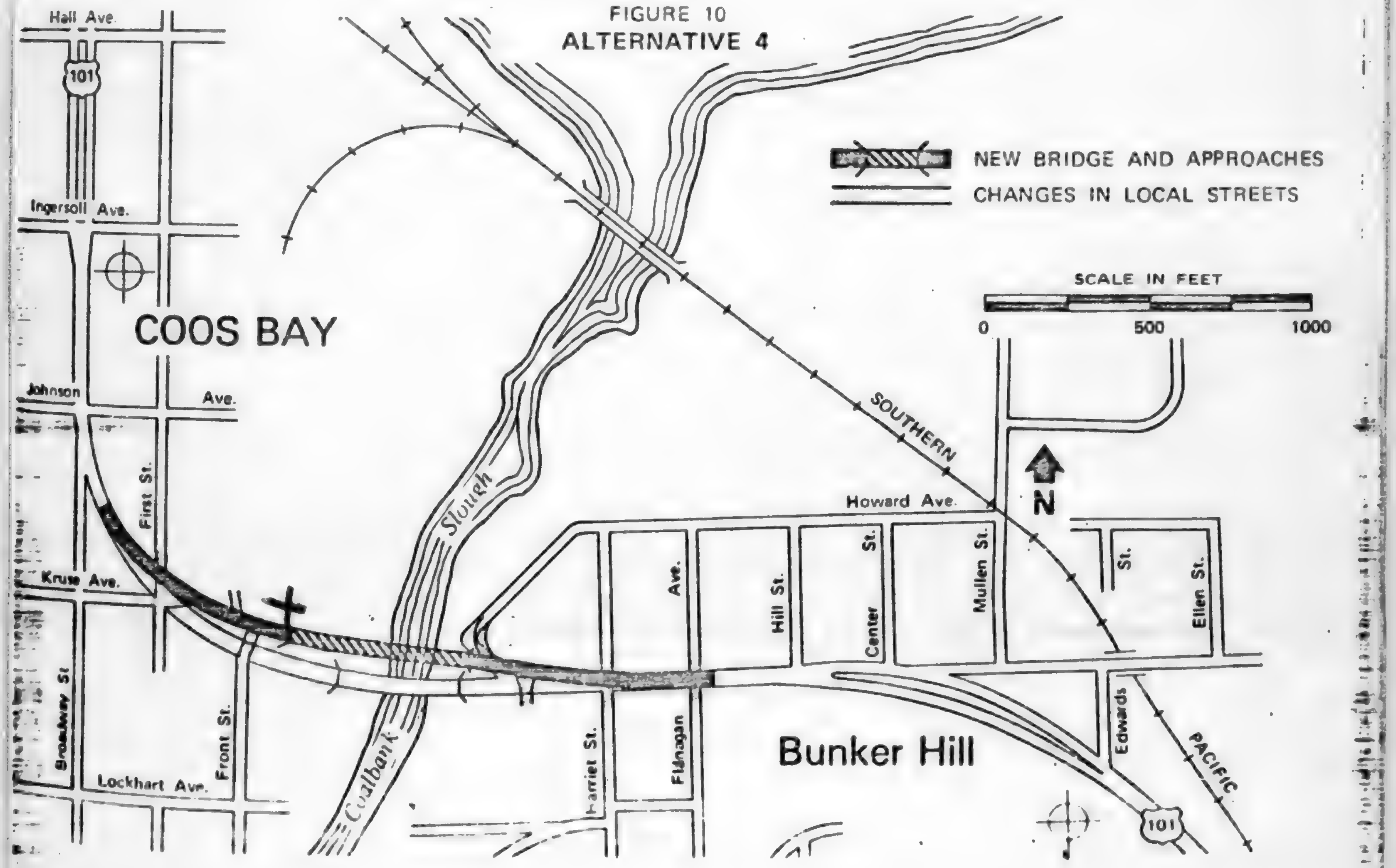
LH:ms
Encl.1

MEMBER
National Association of Realtors • National Institute of Real Estate Brokers • International Traders Club
Oregon Association of Realtors • Coos County Board of Realtors • Portland Board of Realtors
Bay Area Chamber of Commerce • Multiple Listing Service
Coos Brokers Association

Alternative 4

Alternative 4 would be an intermediate-level fixed span bridge with a vertical clearance of 20 feet at M.H.W. The new bridge would be built just to the north of the existing bridge (centerline about 100 feet north) along approximately the same path as that of Alternatives 2 and 2A. This would result in some realignment of U.S. 101 from an area north of Kruse Avenue to Flanagan Street. The existing bridge would be used by traffic during construction; no detour bridge would be required. Approximately 2.75 acres of land would be needed for additional right-of-way, which may result in two residences and three businesses being displaced.

FIGURE 10
ALTERNATIVE 4


Hall Ave.
101
Ingersoll Ave.
COOS BAY
Johnson Ave.
First St.
Kruse Ave.
Broadway St.
Front St.
Lockhart Ave.
Coalbank Slough
Harriet St.
Flanagan
Ave.
Hill St.
Center St.
Mullen St.
Howard Ave.
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NEW BRIDGE AND APPROACHES
CHANGES IN LOCAL STREETS
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

April 9, 1982

In Reply Refer to
File No.:

Lanny R. Mix
Len's Home Sales
2700 Highway 101 South
Coos Bay OR 97420

Dear Mr. Mix:

This letter will confirm the understanding and the information given to you, Les Streeter, RAX Roast Beef, and City of Coos Bay representatives at a meeting held in the city offices April 6, 1982.

George Wills of our Location Section, made available mosaics, plans and profiles of our most current Coalbank Slough project proposal. This proposal shows connections to Front St. and an at-grade connection to 1st St. So.-Kruse St. As we explained, by state law (ORS 373.050, 105.755, 373.060) we cannot close city streets or otherwise alter intersections without concurrence from the city involved.

The project is currently proceeding according to the Oregon Action Plan for projects in this funding category. We are now in the Design Approval Stage D (see attachment). We expect completion of the final environmental document in June with a target for design approval by September of 1982.

The project is shown in the current six-year plan for construction in the 1984 fiscal year. We are currently 10 months behind our schedule, so the project may not be under contract until 1985.

Form 734-3122

From the information you gave us relative to the proposed development for retail stores, and street development and vacation, it is obvious that the developer will incur some costs to analyze, design and implement some improvements at the connections to US101 to accommodate the increased traffic. As soon as you have a firm proposal for the development, you should contact B. E. Brown, District Maintenance Supervisor, and he will forward the proposal to Bill Cranford for analysis of the traffic impacts.

Eventually Mr. Brown would issue a permit for the development after all the usual conditions are met.

Cordially,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX, P.E.
Region Construction Engineer

jjg/cw
Attach.
cc J. H. Versteeg ✓
B. E. Brown
F. D. Morrison
Wm. Cranford
Kipp Osborn
City of Coos Bay, Atten. Joe Schwarm, w/attach.

1 Versteeg ✓
Anderson
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Addendum to the DEIS Noise Study Report
Coalbank Slough Bridge
Oregon Coast Highway
Coos County
Noise Study Report for the DEIS

The alternatives analyzed in the DEIS Noise Report for the Coalbank Slough Bridge Project are not necessarily those studied in the DEIS. Below is a summary of the alternatives listed in both documents:

Noise Study Report	DEIS
Alt. 1 - Not studied in DEIS	Alt. 1 - Listed as Alt. 1B in N.S.R.
Alt. 1B - Listed as Alt. 1 in DEIS	Alt. 2 - No change
Alt. 2 - No change	Alt. 2A - New, Modification to Alt. 2
Alt. 2B - Not studied in DEIS	Alt. 3 - No change
Alt. 3 - No change	Alt. 4 - New, Modification to Alt. 2
Alt. 4 - Not studied in DEIS	

The two new alternatives (Alt. 2A and 4) have the same impacts and mitigation recommendations as those for Alternative 2.

Steve Lindland
3-11-82

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Noise Study Report
for the
Draft Environmental Impact Statement

Coalbank Slough Bridge
Oregon Coast Highway
Coos County

Prepared by
Oregon Department of Transportation
Technical Services Branch
Steven Lindland

October, 1979

I. Project Description

The project will replace a bridge on the Oregon Coast Highway (US-101) in Coos Bay. Six alternative locations for the replacement bridge are being studied. Alternative 1 places the new bridge about 30 feet north of the existing bridge. Alternative 1-B maintains the current alignment. Both Alternatives 2 and 2-B place the new bridge about 100 feet to the north. (The approaches on these two alternatives are slightly different.) The alignment of Alternative 3 is about 175 feet north of the existing crossing. Alternative 4 deviates greatly from the existing highway. The new bridge location for this alternative is about 650 feet to the north. Figure 1 shows the six alternatives. The northern end of the project is at East Ingersoll Avenue, the southern end at Edwards Street.

II. Land Use

The project area consists of residential, commercial, and undeveloped areas. Commercial activities occupy most of the area adjacent to the highway. Only a small number of residences (five) are located along the road. A large residential area (about 85 single-family residences, a small trailer court, and an apartment house) is located north of the highway between Coalbank Slough and the Southern Pacfic Railroad Line. A smaller residential area is also located east of Coalbank Slough, but is south of the highway. Another small residental area is on

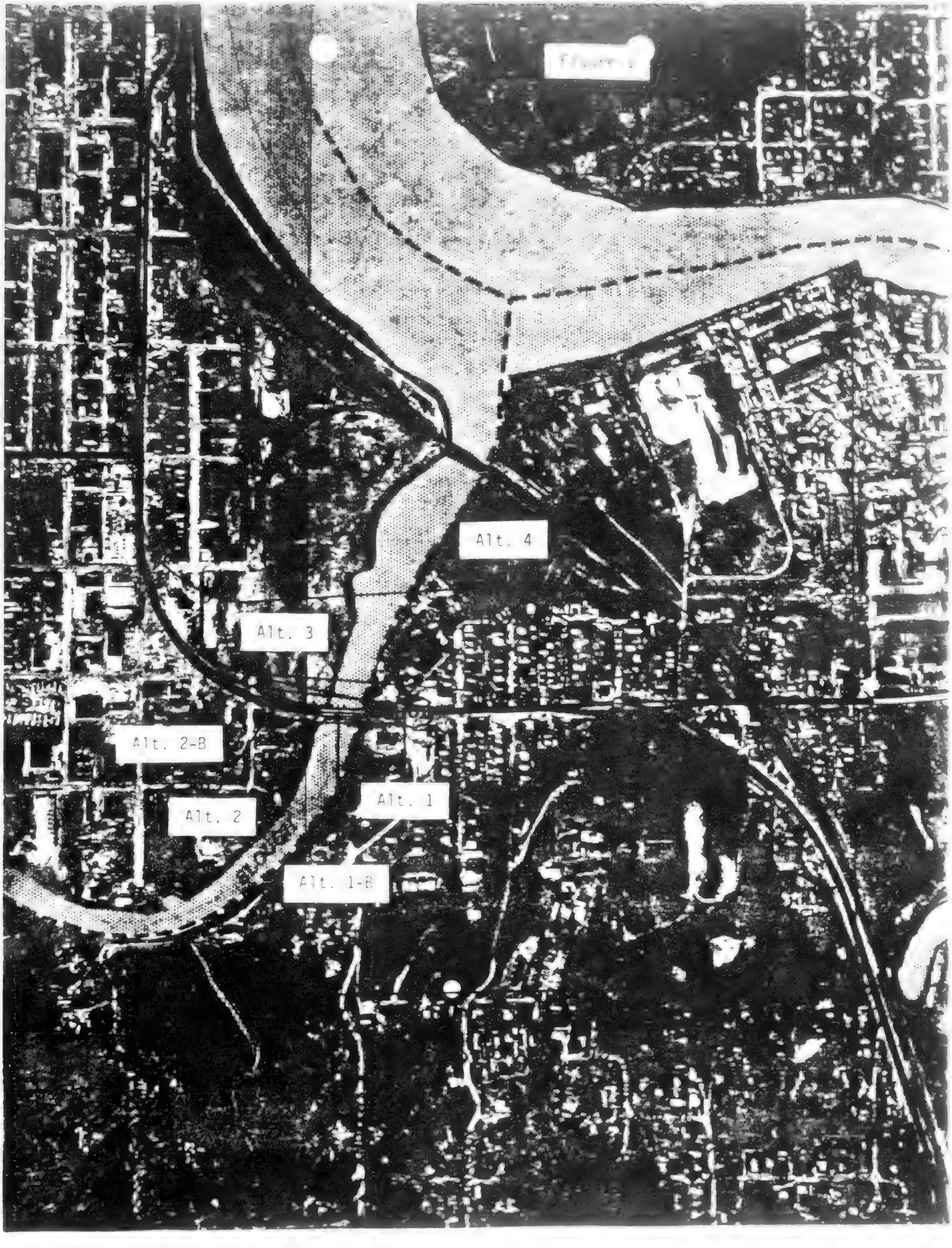


Figure 1
Alt. 4
Alt. 3
Alt. 2-B
Alt. 1
Alt. 2
Alt. 1-B

South First Street (one block east of US-101) near the northern end of the project. In addition, a lumber mill is situated near the confluence of Coalbank Slough (east side) and Isthmus Slough.

III. Existing Sound Environment

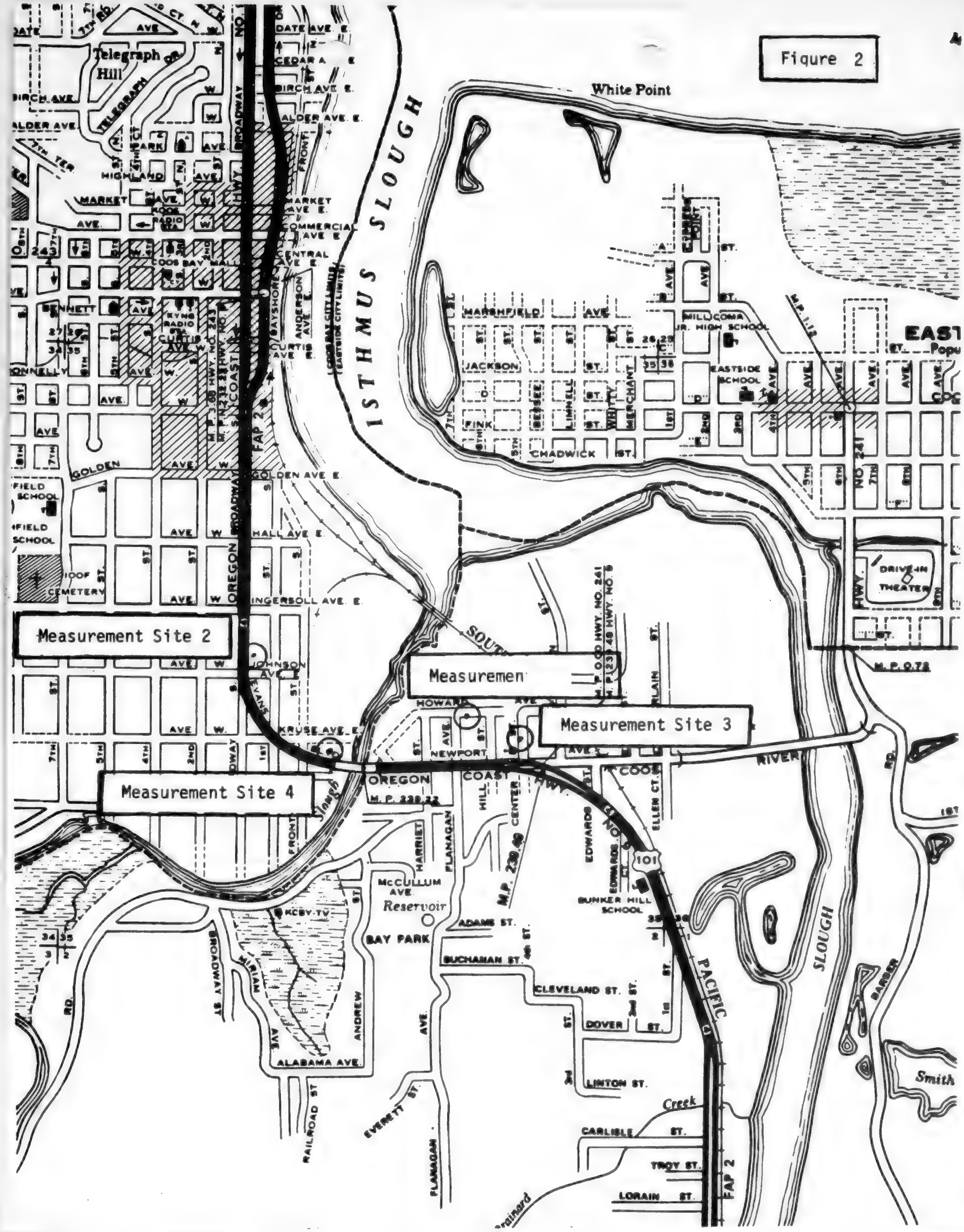
Traffic noise dominates most of the sound environment in the project area. Only along portions of Howard Avenue was traffic noise not the dominate source. In this area, noise from the lumber mill was dominate.

Four sound readings were taken to measure the existing environment. The measurements were taken on August 23, 1979. Site locations are shown in Figure 2. The results of these measurements and the measurement site data is summarized in Table 1. Figure 3 helps to put the measured sound levels into perspective by listing some typical sound levels. Appendix A provides a short discussion on terminology and Appendix B provides a description of each measurement site.

IV. Traffic Noise Analysis

The evaluation of traffic noise is required by the Federal Highway Administration through the Federal-Aid Highway Program Manual 7-7-3. There are two methods by which traffic noise impacts can be determined. These are discussed below.

Figure 2



Measurement Site 2
Measuremen
Measurement Site 3
Measurement Site 4
White Point
ISTHMUS SLOUGH
SLOUGH
Telegraph Hill
BROADWAY
OREGON COAST HWY.
FAP 2
PACIFIC
101
COOS RIVER
HWY. NO. 241
MILLICOMA JR. HIGH SCHOOL
EASTSIDE SCHOOL
BUNKER HILL SCHOOL
IOOF CEMETERY
DRIVE-IN THEATER
Reservoir
BAY PARK
KCBY-TV
MARSHFIELD AVE.
JACKSON
FINK
CHADWICK ST.
GOLDEN AVE. E.
HALL AVE. E.
INGERSOLL AVE. E.
JOHNSON AVE.
KRUSE AVE. E.
NEWPORT
HOWARD
M. P. 238.32
M.P. 238.80
M.P. 0.72
ADAMS ST.
BUCHANAN ST.
CLEVELAND ST.
DOVER ST.
LINTON ST.
CARLISLE ST.
TROY ST.
LORAIN ST.
ALABAMA AVE.
McCULLUM AVE.
Creek
Smith

Table 1

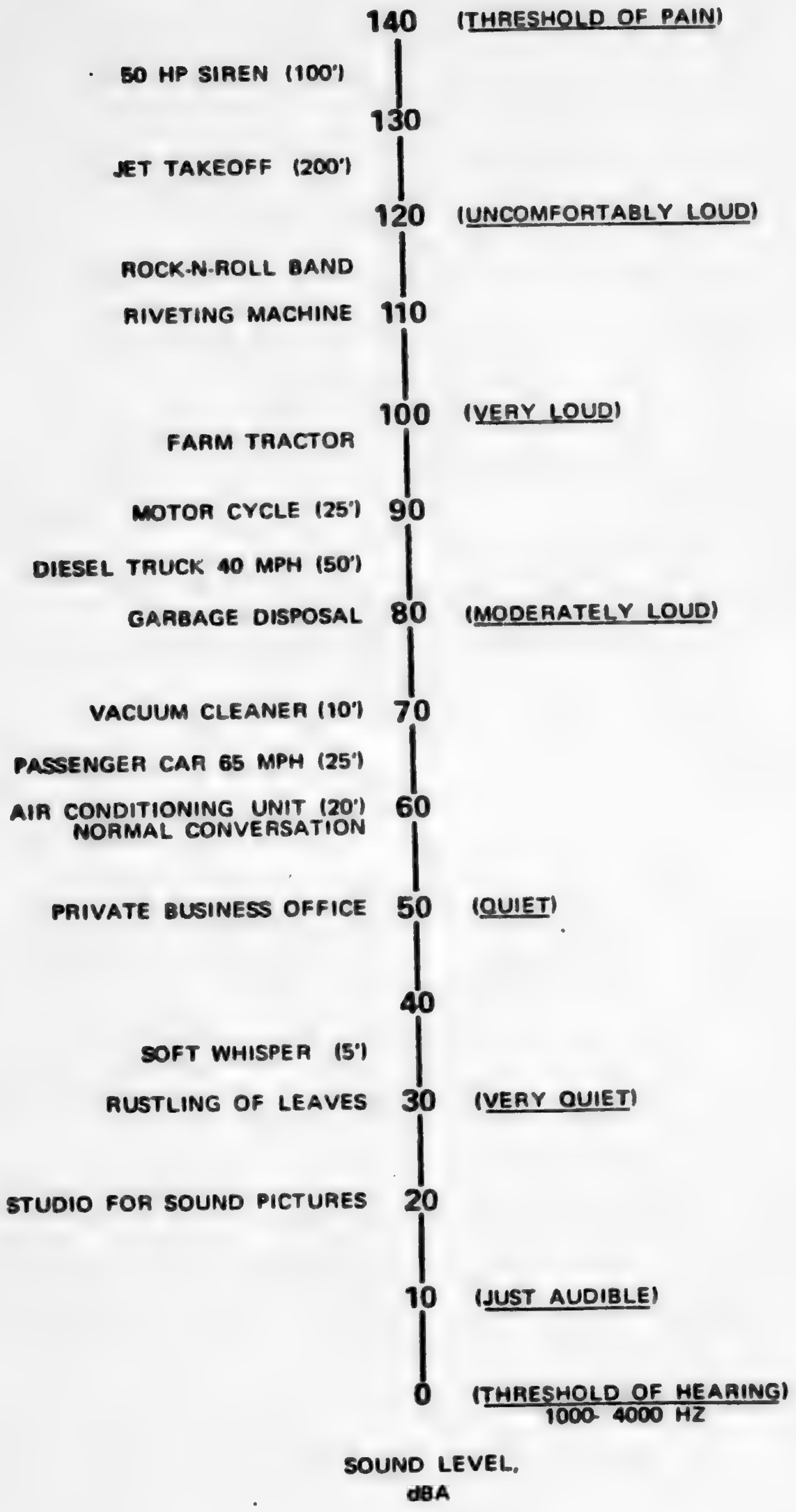
Measurement Site Data and Recorded Sound Levels

Site	Equivalent Hourly Traffic Volume	Distance to Road Centerline	L_{eq} Level*
1-SE Corner Howard Ave. & Flanagan Ave.	None	460 ft.	51 dBA
2-NE Corner Broadway & First St.	Autos - 1675 M. Trucks - 60 H. Trucks - 127	130 ft.	63 dBA
3-West Side Center St.	Autos - 1580 M. Trucks - 64 H. Trucks - 125	390 ft.	55 dBA
4-NE of Coalbank Slough Bridge	Autos - 1830 M. Trucks - 75 H. Trucks - 111	100 ft.	67 dBA

* The L_{eq} level is an equivalent continuous sound level which would contain the same sound energy as a time varying sound of the same duration. It is measured in decibles with an A-weighted frequency response (dBA). The A-weighting closely matches the hearing characteristics of the human ear.

FIGURE 3

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS



1) Design Noise Levels - Design noise levels are established according to various types of land use (see Figure 4). Activity Categorgy "B" is of special concern since it includes the exterior noise levels at residences, churches, schools, and parks. The design noise level for this category is L_{eq} 67 dBA.

2) Noise Increase Criteria - When the predicted traffic noise substantially exceeds the existing sound levels by 10 dBA, a traffic noise impact is said to occur.*

Both sets of criteria are applied in this report.

Traffic noise projections were made with the FHWA Highway Traffic Noise Prediction Model. This model computes noise levels using auto volume, truck volume, vehicular speed, and distance from the roadway. The traffic data used in the analysis corresponds with the worst traffic noise condition (peak truck hour). The traffic data for this period is shown in Table 2. The predicted future traffic noise levels are shown in Tables 3 and 4.

* Sound level increses of about 3 dBA can be assumed to be the smallest change detectable by people. A 10 dBA increase is usually perceived as a doubling of loudness.

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA 2/		Description of Activity Category
	$L_{eq}(h)$	$L_{10}(h)$	
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ See Paragraph 8 for method of application.

2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.

3/ Parks in Categories A and B include all such lands (public or private which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.

4/ See Paragraphs 8c, d, and e for method of application.

Table 2

Traffic Data

		1984	2000
No-Build Alternative:	Autos	2,270	2,670
	M. Trucks	54	64
	H. Trucks	110	129
	Speed	30 MPH	30 MPH
Build Alternatives:	Autos	2,310	2,880
	M. Trucks	55	69
	H. Trucks	112	139
	Speed	30 MPH	30 MPH

Note - This traffic data represents the volumes and speeds predicted for the peak truck hour.

Table 3
L_{eq} Level at 50 ft. from road centerline

	1984	2000
No-Build Alternative	72 dBA	72 dBA
Build Alternatives	72 dBA	73 dBA

Note- Assuming No Acoustic Sheilding From Buildings or Topography.

Table 4

L_{eq} 67 dBA Contour Distance From Road Centerline

	1984	2000
No-Build Alternative	160 ft.	160 ft.
Build Alternatives	160 ft.	200 ft.

Note- Assuming No Acoustic Shielding From Buildings Or Topography.

ENV010.RL

The predicted traffic noise levels for both alternatives at 50 feet from road centerline are clearly over the design noise level for Activity Category "B". The No-Build and the Build Alternatives have the same predicted noise levels (at 50 feet from centerline) in 1984. In the year 2000, the Build Alternative is predicted to be 1 dBA higher. The traffic noise impacts will be different for the various alternatives due to changes in the road alignment and to the removal of buildings which provide acoustic sheilding.* Most alternatives change the existing sound levels only moderately (0-9 dBA). Only does Alternative 4 significantly increase the sound levels at some locations (10-14 dBA).

The predicted noise levels also reach the design noise level for businesses (L_{eq}= 72 dBA for Activity Category "C") at 50 feet from road centerline for the No-Build Alternative in 1984/2000 and the Build Alternative in 1984. For the Build Alternative in the year 2000, the L_{eq} 72 dBA contour will extend out to be 65 feet from road centerline.

The number of receptors impacted by noise, for each of the alternatives analyzed, is shown in Table 5. A verbal description of the changes in noise levels for each alternative is given in Appendix C.

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* Traffic noise decreases as the distance from the road increases. The rate of change for traffic noise varies between 3.0-4.5 dBA per doubling of distance from the road. Buildings may reduce traffic noise if they block the view to the road. The reduction can vary from 3 dBA to 10 dBA depending on the number and the location of the buildings.

The tabulation of impacts shows that Alternative 1, 1-B, 2, and 2-B do not greatly affect the number of impacts when compared to the No-Build Alternative. Alternative 3 will increase the number of impacted residences from 6 to 12. The number of impacted businesses will decrease from 12 to 7. (Alternative 3 displaces 4 residences and 3 businesses which were impacted by the No-Build Alternative.) Alternative 4 increases the number of impacted residences from 6 to 33 when compared to the No-Build Alternative. This alternatve decreases the number of impacted businesses frm 12 to 1.

Table 5

Total Number of Impacted Activities in Project Area in Year 2000

	Residences	Apartments	Churches	Motels	Businesses
No-Build Alt.	6	2	1	2	12
Alt. 1	6	2	1	2	12
Alt. 1-B	6	2	1	2	12
Alt. 2	7	1	1	2	13
Alt. 2-B	6	2	1	2	12
Alt. 3	12	2	0	2	7
Alt. 4	33	0	0	0	1

V. Evaluation of Alternative Noise Abatement Measures

Reduction of sound levels may be accomplished with sound barriers, such as suitable walls or earthen berms. To be effective, sound barriers must be high enough to break the line-of-sight between the sound source and the sound receiver. They should be long enough or situated to prevent the flanking of sound around the ends of the barrier. The barriers must also be designed so that significant amounts of sound cannot pass through the barrier and reach the reciver.

Sound barriers should not have gaps in them to allow direct acess to the highway. These gaps would allow significant amounts of traffic noise to pass through. The effectiveness of such a barrier would be greatly reduced.

Mitigation of traffic noise impacts for Alternatives 1 and 1-B does not appear practical. Accesses hinder the design of effective sound barriers. A residence located on a knoll above the road creates a situation where a sound barrier would have to be extremely high to reduce traffic noise. Mitigation at this residence is also impractical.

As in Alternative 1, mitigation for Alternative 2 and 2-B is not pratical due to accesses and topography.

Under Alternative 3, some residences can have traffic noise levels reduced with sound barriers.

Table 7

Sound Barrier Data and Predicted L_{eq} Levels

Sound Barrier	Heighth	Length	Reduction	Alt. #3 W/O Barrier	With Barrier
"A"	6-8 ft.	425 ft.	5-7 dBA	68-71 dBA	63-65 dBA
"B"	8 ft.	165 ft.	3-6 dBA	69-70 dBA	64-67 dBA
"C"	8 ft.	215 ft.	3-5 dBA	70 dBA	65-67 dBA
"ABC"	6-8 ft.	985 ft.	6-8 dBA	68-71 dBA	60-65 dBA

Sound barrier "A" could eliminate impacts at 5 residences, as shown in figure 5. The sound barrier would reduce traffic noise by 5-7 dBA. Table 7 lists the height and length of the barrier as well as the predicted traffic noise levels with and without the barrier.

Sound barrier "B" could reduce traffic noise at two residences by 3-6 dBA, see figure 5 and table 7. Noise levels behind the two impacted residences will be reduced by 6 dBA. Noise levels in front of the two residences will be reduced by 3-4 dBA (Harriet Street and Flanagan Street accesses limit barrier effectiveness).

Sound barrier "C" could reduce the traffic noise levels at two impacted residences by 3-5 dBA, see figure 5 and table 7. As with sound barrier "B", the higher reduction level is for the area behind the houses and the lower reduction in front of the houses. Both house fronts will still be impacted by traffic noise even with this barrier.

Figure 5(a)

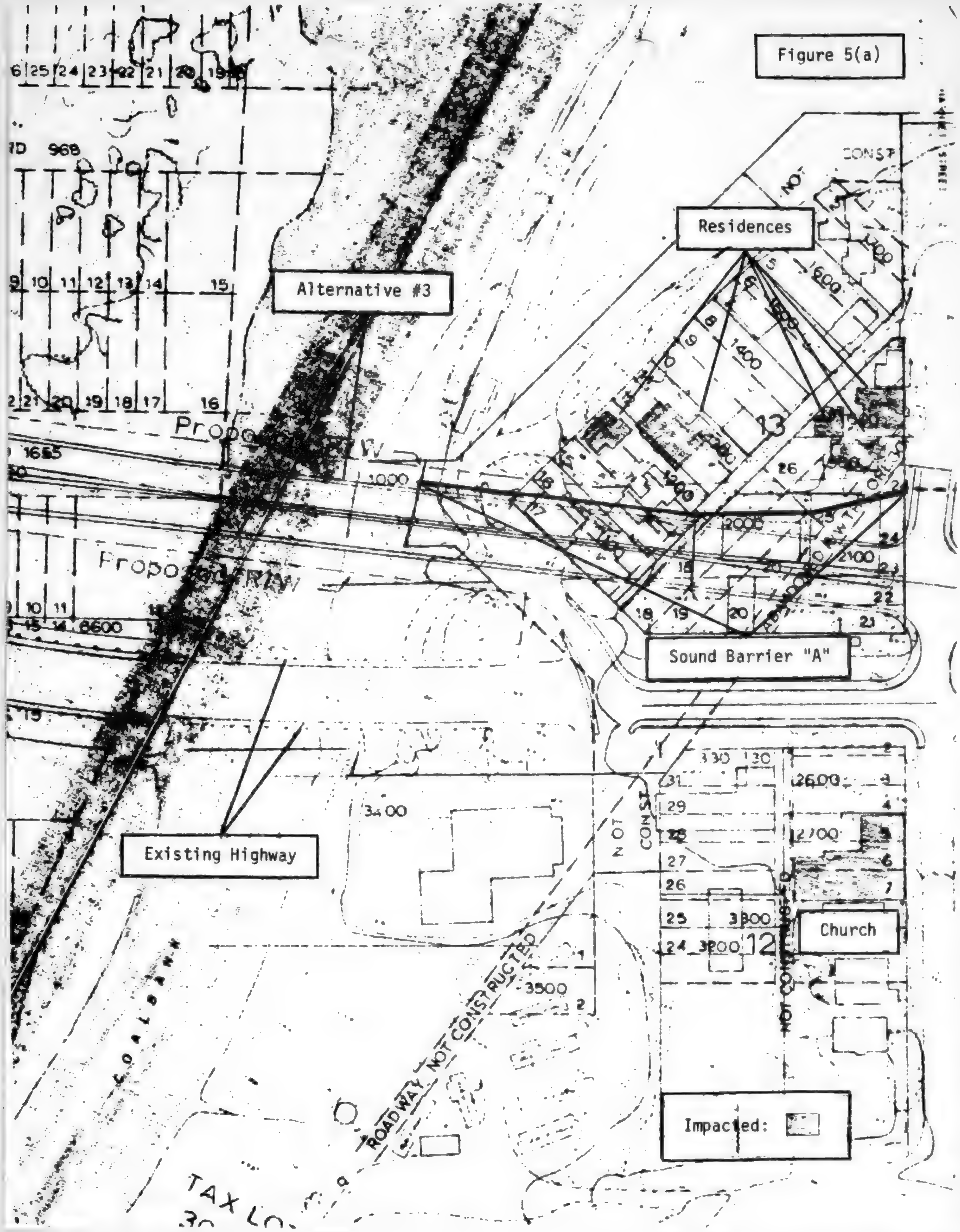
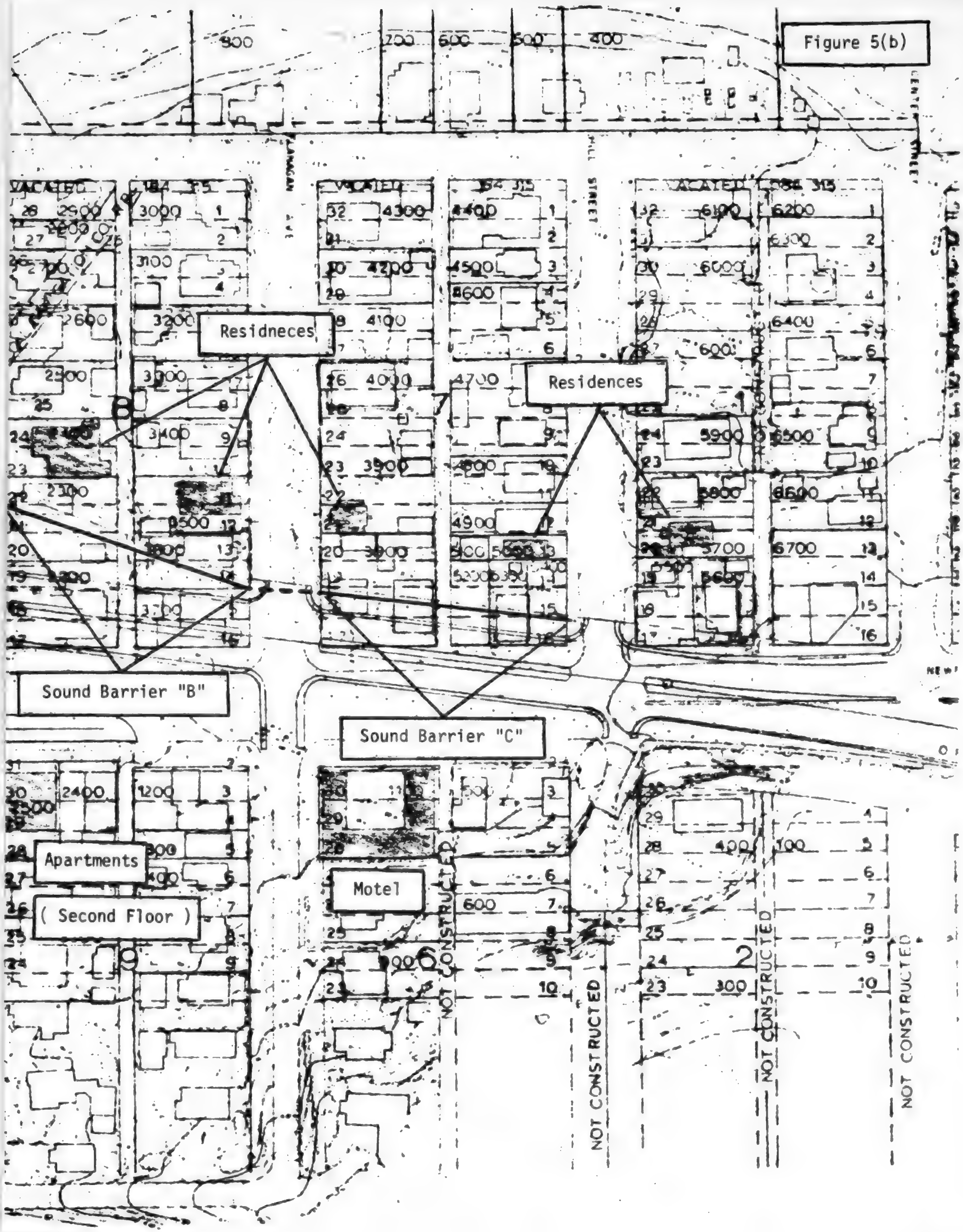

Residences
Alternative #3
Sound Barrier "A"
Existing Highway
Church
Impacted: ▨
Proposed R/W
Proposed R/W
NOT CONST
ROADWAY NOT CONSTRUCTED
NOT CONSTRUCTED
TAX LOT 30
3400
3500
2600
2700
3800
3200
1400
1600
2000
2100

Figure 5(b)


Residneces
Residences
Sound Barrier "B"
Sound Barrier "C"
Apartments
(Second Floor)
Motel
NOT CONSTRUCTED
NOT CONSTRUCTED
NOT CONSTRUCTED
NOT CONSTRUCTED
VACATED
VACATED
VACATED
STREET

The effectiveness of all three sound barriers would be improved if the accesses to Harriet Street and Flanagan Street were eliminated (the highway access would then have to be by Hill Street). With these accesses closed off, traffic noise reductions would be from 6-8 dBA. This increased reduction would eliminate the impacts at two additional residences. Only the residence along Hill Street would still be impacted.

Noise impacts at the residence on the east side of Hill Street cannot be mitigated due to access requirements for Hill Street.

Alternative 4 was not considered for noise mitigation. Because of the relatively large number of residential noise impacts relative to other alternatives and because of the other significant social impacts of this alternative, it was deleted from further study.

In addition to the mitigation of traffic noise impacts by the placement of sound barriers, traffic management was considered. The Oregon Coast Highway is the major transportation route along the Oregon coast. Thus, prohibition of trucks, time-use restrictions, and modifications of speed limits are not viable mitigation alternatives.

VI. Traffic Noise Mitigation Conclusions

The Federal Highway Administration requires the consideration of all feasible noise mitigative measures in the design of a highway.

Although mitigation of traffic noise impacts with sound barriers may be feasible, it may not be desirable or economically practical. Table 8 lists the sound barriers and gives their cost, cost per residence, and cost per residence per dBA reduction. As shown, the costs range from $24,000-$85,000 for the individual barriers. Sound barrier "ABC" would cost an estimated $170,000. Cost per residence ranges from $12,000-$18,900, while the cost per residence per dBA reduction ranges from $2,650-$3,750. These prices reflect the use of concrete walls as the sound barriers. The exception to this rule is where the sound barrier must be located on a portion of the bridge over the slough. This part of the sound barrier would be a steel wall.

Table 8 shows that the costs for the three individual sound barriers (A, B, C) are quite high, while their sound reducing properties are rather low. Blocking off two streets to form barrier "ABC" reduces traffic noise further, but the overall cost remains high. In addition, the neighborhood along Harriet Street and Flanagan Avenue may or may not approve of the closure of these two streets.

The present zoning of the area protected by the sound barriers is residential. However, as stated in the Planning, Land Use and Aesthetics Technical Report for this project, relocation of the highway will create pressure to change this zoning to commercial.

Table 8

Sound Barrier Cost

Sound Barrier	Number of Residences Protected	Reduction	Total Cost	Cost Per Residence	Cost Per Residence Per dBA Reduction
"A"	5	5-7 dBA	$ 85,000	$17,000	$2,850
"B"	2	3-6 dBA	$ 24,000	$12,000	$2,650
"C"	2	3-5 dBA	$ 30,000	$15,000	$3,750
"ABC"	9	6-8 dBA	$170,000	$18,900	$2,700

Off the bridge, the sound barriers can be landscaped with plantings and earth mounds. Properly done, the sound barriers would be compatible with the highway and the adjoining areas. On the bridge, however, no landscaping is possible. The sound barrier will also have to be located near the roadway. The view from this portion of the bridge will be restricted somewhat by the sound barrier. For these reasons, the portion of the sound barrier on the bridge may not be aesthetically pleasing.

The costs, potential zoning changes, aesthetics and questions about the closure of the two streets appear to out-weigh the noise reducing benefits of the sound barriers. Therefore, mitigation of traffic noise impacts with sound barriers is not proposed for inclusion into the project.

Upon review of the draft Environmental Impact Statement, all pertinent comments with respect to noise mitigation will be reviewed in relation to both the benefits and costs of mitigation. Public attitude to mitigation will also play an important role in process. Final mitigation proposals will be discussed in the final Environmental Impact Statement and in the Noise Study Report which will be prepared prior to construction.

VII. Construction Noise Analysis

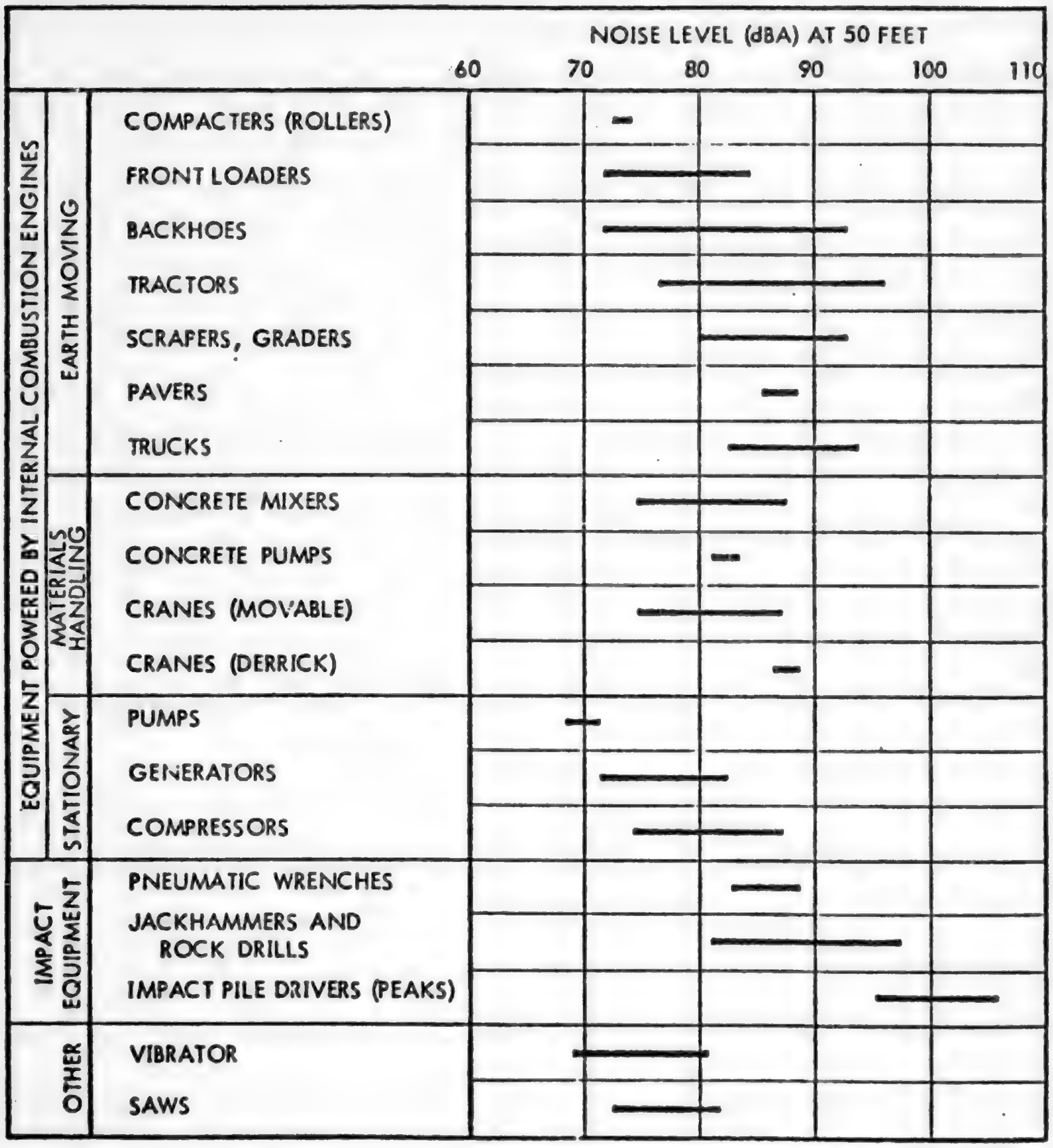
Areas adjacent to the project will also be exposed to additional noise during construction. This noise will be emitted by various pieces of construction equipment. Figure 6 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during project construction.

As shown in Figure 6, areas adjacent to the right-of-way line should be exposed to high noise levels during project construction. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during the quiter nighttime hours. Therefore, construction time constraints will be included in the construction specifications as follows:

> "Construction activities within 1,000 ft. of any occupied residence will not be allowed on Sundays, legal holidays, or on other days between 10:00 p.m. and 6:00 a.m. Exceptions to this provision can be provided by the resident engineer."
>
> "Pile driving or blasting activities within 3,000 ft. of any occupied residence will not be allowed on

Figure 6

Construction Equipment Noise Ranges



> Sundays, legal holidays, or on other days between 8:00 p.m. and 8:00 a.m. Exceptions to this provision can be provided by the resident engineer."

VIII. LCDC Statewide Planning Goals and Guidelines

The Air, Water and Land Resources Quality goal is to maintain and improve the quality of the air, water and land resources of the state. Waste and process discharges, definition of this term involves noise. New developments must not threaten to violate or violate applicable state or federal environmental quality statutes, rules and standards. While there is no applicable Federal or State noise standard, for purposes of review with respect to LCDC coordination, traffic noise will be compared to the FHWA FHPM 7-7-3 guidelines.

Using these guidelines, the build alternatives #1, 2, 2-B, 3, and 4 of this project do not appear consistant with this goal. Mitigation of all thaffic noise impacts does not appear practical for these alternatives. Only alternative #1-B is consistant with this goal (due to the fact that no traffic noise impacts are created).

Another section of the LCDC Goals that portains to environmental resourses which can be analyzed with respect to air sheds and river basins, states that discharges shall not (1) exceed the carring capacity of such resources, considering long range needs; (2) degrade such resources; or (3) threaten the availability of such resources. Noise (or quiet) is not a resource which is analyzed or inventoried by geographic boundaries such as air sheds or water basins therefore no noise assessment is made with respect to this LCDC goal.

IX. Local Coordination and Notification

To date, coordination with local officials has only occured through the preparation of the Draft Environmental Impact Statement.

Predicted traffic noise levels are in conflict with the FHWA design noise level for Activity Category "B" according to Table #4. It would be the responsibility of the appropriate land-use planning agency to prevent future development conflicts from occuring within this zone.

Appendix A

Terminology

Sound is composed of a series of pressure waves within the atmosphere. The human ear can detect some of these atmospheric disturbances. The weakest pressure wave that can be heard by a person with good hearing in a very quiet surrounding is 0.00002 Newton per square meter (N/m^2). Very high pressures, about 200 N/m^2, can actually become painful.

A logarithmic scale, the decibel system, has been selected to describe this range of hearing. The measurement unit is the decibel, dB. The equation for this descriptor is:

$$\text{decibel} = 10 \log \left(\frac{\text{pressure}}{\text{0.00002 Newton per square meter}} \right)^2$$

Using this scale, the weakest sound which can be heard (0.00002 N/m^2) is 0 dB. The pressure creating pain (about 200 N/m^2) is 140 dB.

Pressure waves also vary in frequency; that is, the number of pressure waves generated per second. The unit of measurement for this property is Hertz. One wave per second is equal to one Hertz, two waves per second is equal to two Hertz, and so on. The hearing range of most people is 20 - 20,000 Hertz. People perceive these different frequencies as a change in pitch.

The ear is more sensitive to some frequencies than to others. Because of this, a 100 Hertz sound and a 1,000 Hertz sound, both with the same pressure or decibel level, will be perceived with different loudnesses. The difference between the true decibel level and the perceived sound level is dependent upon frequency. The "A-scale" is a frequency weighting system which closely represents the average human hearing response. It has become the most widely accepted frequency weighting system today. A graph showing the frequency corrections is provided in Figure #A-1. A sound level adjusted with this system is called decibels "A-weighted" or dBA. Figure #A-2 lists some common indoor/outdoor sounds and their approximate sound level in dBA.

People can not detect a 1 dBA increase in sound. A 2-3 dBA increase is typically needed to have a perceivable change. A doubling of the dBA level, say from 50 dBA to 100 dBA, does not constitute a perceived doubling of loudness. A 10 dBA increase is needed to achieve a loudness doubling, 50 dBA to 60 dBA. To put this in perspective, increasing the acoustic output of a sound source by two times will increase the overall sound level by only 3 dBA. For example, two 50 dBA sound sources will produce a total level of 53 dBA. Thus, a doubling of traffic volumes on a road will create a change in loudness which is just barely noticeable.

Noise levels decrease as the distance from the sound source increases. The reduction rate varies with the type of source. Theoretically, a point source has a rate described as a 6 dBA reduction per doubling of distance from the source.

A line source has a 3 dBA reduction per doubling of distance. Depending on the traffic loading, the reduction rate for highway noise generally falls between 3 and 6 dBA.

The numerical description of sound within the environment often requires additional information, for sound levels often change randomly. This is the case with traffic noise. Figure #A-3 shows how the sound level of traffic noise can vary. To describe such a period of sound, a measurement system is used which determines the sound level that is exceeded 10% of the time period, Figure #A-3. The resulting descriptor is called the L_{10} level. This descriptor has been found to correlate well with traffic generated noise. An alternate descriptor is the L_{eq} Level. This is an equivalent continous sound level which would contain the same sound energy as a time varying sound of the same duration, Figure #A-3.

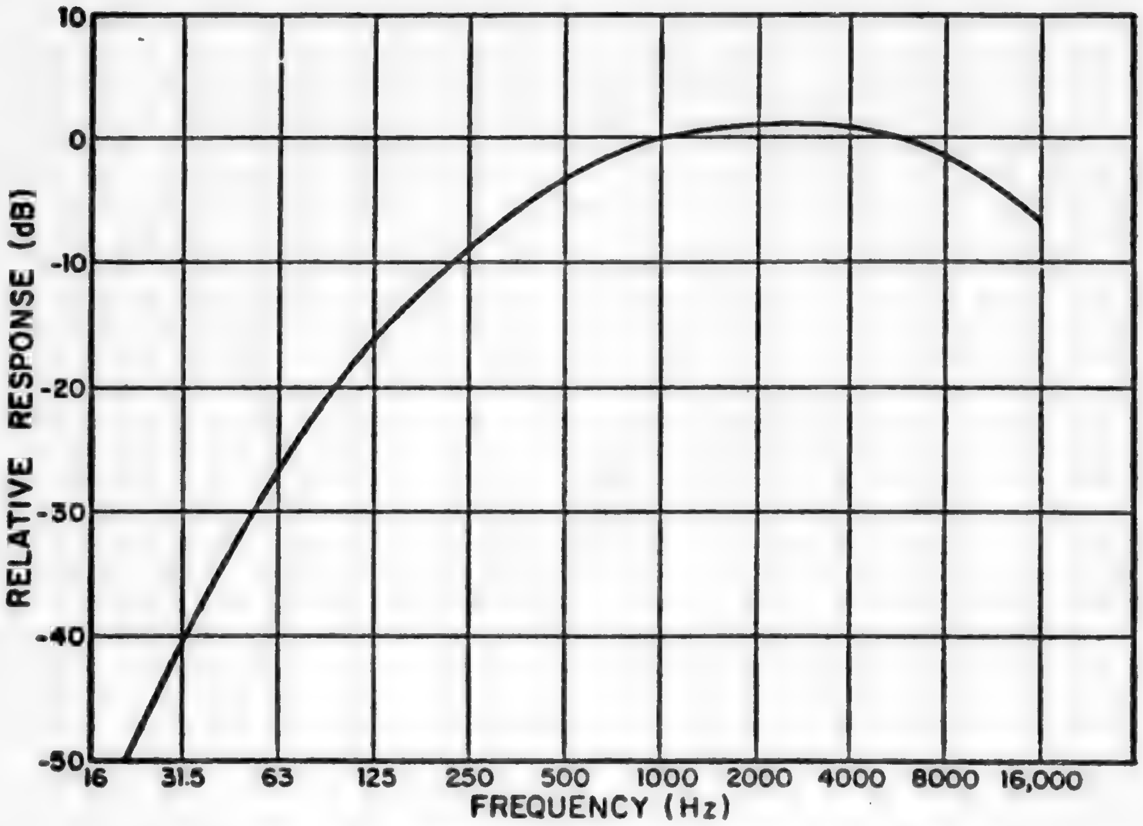
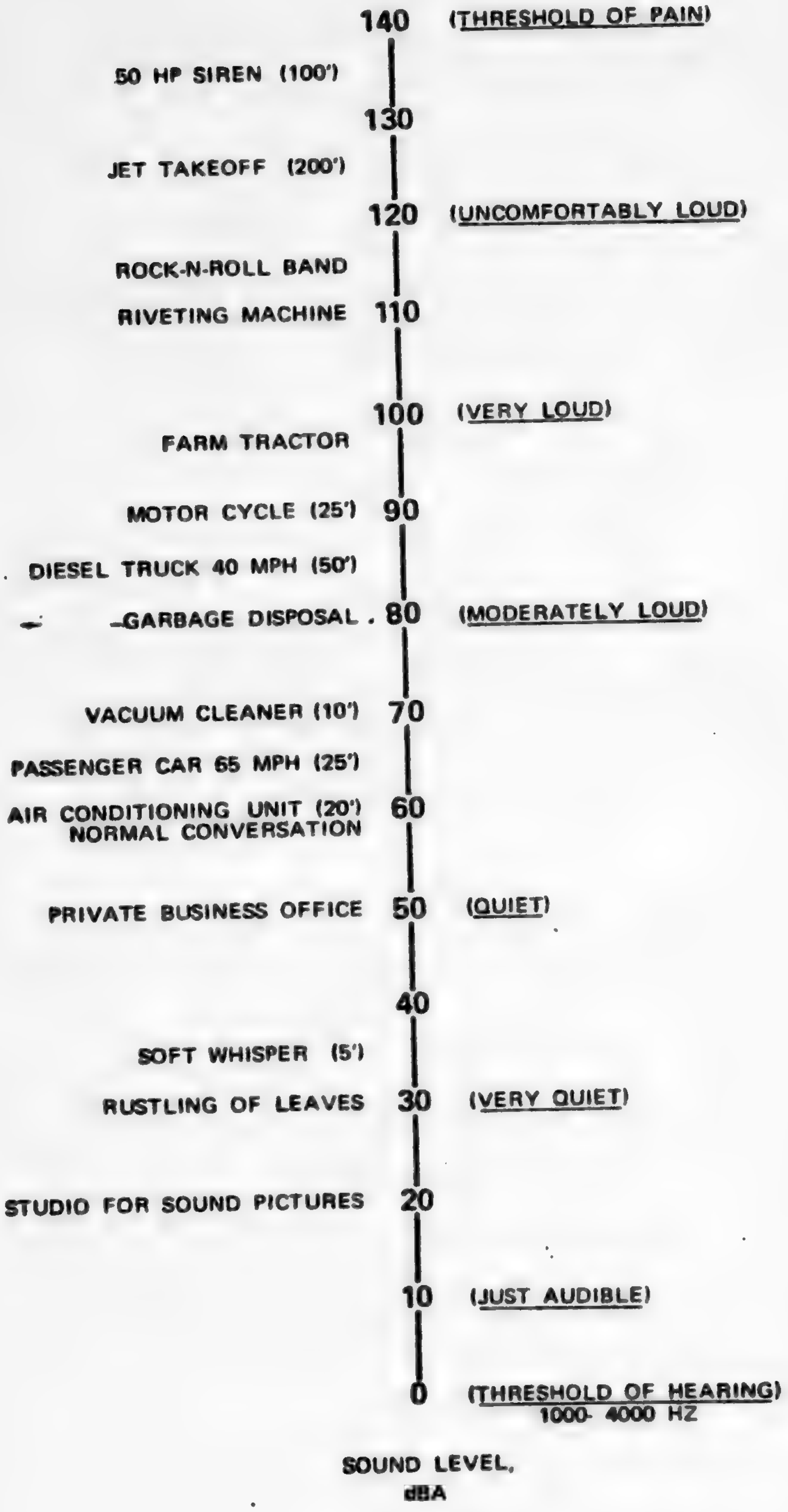


FIGURE A-1 ELECTRICAL FREQUENCY RESPONSE SPECIFIED FOR THE A-SCALE FILTER OF SOUND LEVEL METERS (ANSI S1.4-1971)

FIGURE A-2

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS



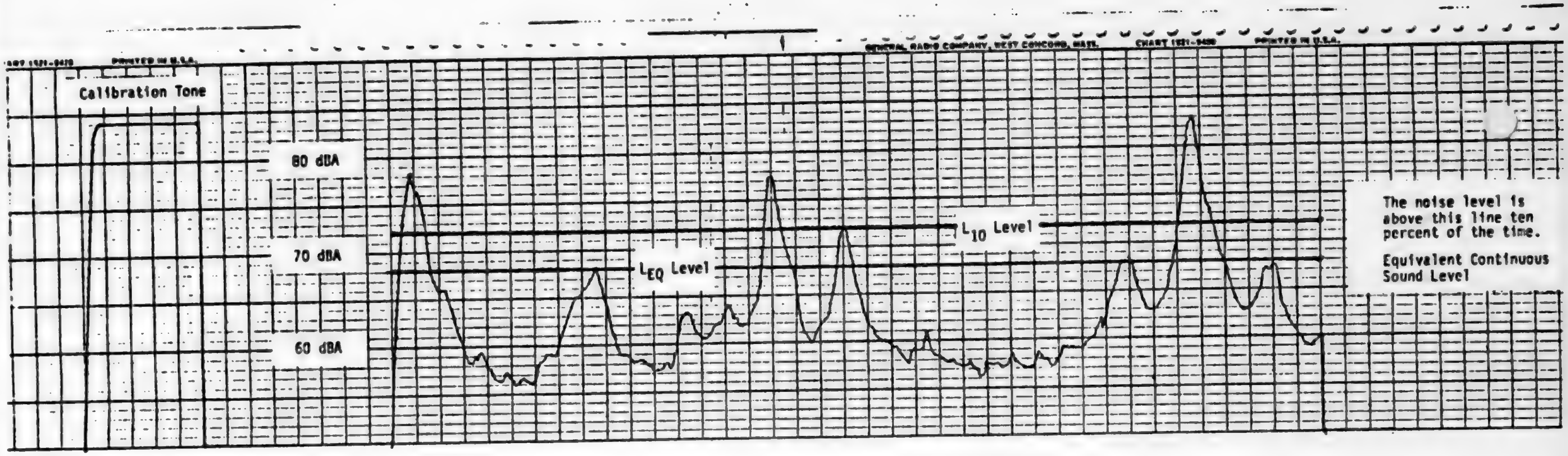

PRINTED IN U.S.A.
Calibration Tone
80 dBA
70 dBA
60 dBA
GENERAL RADIO COMPANY, WEST CONCORD, MASS.
PRINTED IN U.S.A.
L_{10} Level
L_{EQ} Level
The noise level is above this line ten percent of the time.
Equivalent Continuous Sound Level

Figure A-3

Appendix B

Measurement Site 1 had no direct view of US-101. Traffic noise could be heard at times, but noise from the lumber mill was dominate.

Measurement Site 2 was located along a backyard fence (belonging to a house fronting on South First Street). Buildings along the highway block out most of the view of the highway. A gap between two of the buildings allowed a 35° view of US-101. Traffic noise is the main component of the sound environment.

Measurement Site 3 also had a narrow view of the highway (about a 50° view down Center Street). The houses along Center Street restrict the view and the traffic noise. The lumber mill noise was not a major factor at this location. In addition, a train passed by during the measurement. The duration of the passby was only 0.7 minutes. The train whistle created a momentary peak sound level of 71 dBA. The remaing train noise varied between 51-58 dBA (traffic noise varried between 46-66 dBA). Overall, this train affected the L_{eq} level only slightly.

Measurement Site 4 was located in an undeveloped area. No buildings blocked the view of the road. Traffic noise was again the dominate sound.

Appendix C

Alternative 1 and 1B will not change the existing sound levels at any of the receptors along the roadway.

Alternative 2 will not change the second levels at any developed areas west of Coalbank Slough. East of the slough, slight increases (0-1.5 dBA) will occur north of the highway and corresponding decreases to the south.

Alternative 2-B slightly increases the sound levels (0-1 dBA) north of the highway and slightly decreases them (0-1 dBA) to the south for developed areas west of the Coalbank Slough. No changes are predicted to occur east of the slough.

Alternative #3 also creates slight increases (0-1 dBA) north of the highway and slight decreases (0-1 dBA) to the south for the west side of Coalbank Slough. To the east of the slough through, moderate increases in the existing sound levels (6-9 dBA) are predicted for the residences north of the highway. This increase is due to the new alignment being located closer to them. In addition, this alignment shift will necessitate the removal of all the buildings (primarily commercial) along the northern side of the existing road. These buildings currently reduce traffic noise for the residences behind them. This shift will also slightly decrease sound levels (0-3.5 dBA) for the activies (primarily businesses with a church, an apartment house, and a motel) to the south of the highway.

Alternative #4, to the west of Coalbank Slough, will moderately increase (3-6 dBA) sound levels at the residences along South First Street. This increase is due to the removal of buildings which currently provide traffic noise reducing effects and to the decrease in distance to the highway. Accordingly, the motels and businesses along the south side of the highway will experience moderate decreases (3-6 dBA).

East of Coalbank Slough, Alternative #4 will moderately to significantly increase (6-14 dBA) the existing sound levels for many residences in the vicinity of the new route. Thus, some residences will be impacted by the increase criteria. The businesses and residences along the existing road will experience a corresponding decrease.

February 25, 1982

The Hon. William N. Grannell
State Representative
H283, State Capitol
Salem, OR 97310

DES 16

Dear Representative Grannell:

In response to your request, we are enclosing the Draft Environmental Impact Statement and the subsequent Hearing Study Report for the Coalbank Slough Bridge Section of the Oregon Coast Highway in Coos County. These documents contain the facts gathered regarding the proposed project and the summary and recommended future course for the project development. A Final Environmental Impact Statement is yet to be compiled and is scheduled to be completed in August of this year.

Right-of-way acquisition cannot start until completion of field engineering and some design work, which is scheduled for completion in the spring of 1983. The present schedule indicates offers would start in May of next year and be completed in March of 1984.

Advertising for bids for construction is proposed for May, 1984. Construction would likely require at least two seasons, which indicates completion of construction in the fall of 1985 at the earliest. A time-line graph depicting these dates is attached.

Right-of-way impacts are described in both enclosed documents. A summary is set forth in Section IV of the Draft Environmental Impact Statement on pages 14 and 15, and in the Environmental Impact Summary of the Hearing Study Report. A map is enclosed on which right-of-way is tentatively delineated. Some revision of these limits can be expected as location and design is advanced.

Funding for the construction of the project is projected to come from a special Federal category referred to as the Special Bridge Replacement Program. The estimated $6 million cost for replacement of this structure is proposed to be shared on an approximately 80% Federal/20% State share basis.

As you are probably aware, the Federal Highway Bill covers only the current Federal fiscal year and is an extension of the Surface Transportation Act of 1978. It is anticipated that prior to the construction of the bridge, a new bill will have been passed by Congress. It is unknown at this time what changes will be made which might affect the funding for this project.

If you have any further questions concerning this project, please contact me at 378-6888, Room 200 Transportation Building.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
J. H. Versteeg
Walt Hart
Gary Potter
J. B. Boyd
Frank Terpin
Alfred Shirley

GCW:ge/ESH:ja

1985 Coalbank Slough Br. (Coos 10,158
Bay) Sec. of Oregon Coast Hwy. (Gr,
pav, str, sign, ill, sigs, & landscp)#2

MA 14-1-1
Coalbank
Jr

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

September 18, 1981

Dosia Sturdivant
1070 Barry Street
Coos Bay OR 97420

In Reply Refer to
File No: LOC 17

NOTED
H.S. COULTER

Dear Mrs. Sturdivant:

Your letter of September 8 addressed to the Highway Division in Salem was referred to this office for a reply.

The proposed right of way needed for Alternate No. 4 for replacement of the Coalbank Slough Bridge does not involve your house.

A map of the proposed right of way taking is available for viewing in the office of Bill Brown, District Engineer in Coos Bay. His office address is 1155 S. 5th and Kruse.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

cc H. S. Coulter
B. E. Brown

RECEIVED
STATE HWY ENGR
SEP 22 '81
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Form 734-3122

Sept. 8. 1981

Info
File
REFER TO
SEP

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION.

I AM WRITING FOR MORE INFORMATION ON THE COAL BANK Slough BRIDGE.

I RECIEVED A LETTER SAYING THE STATE DEPT OF TRANSPORTATION. PLANES ON BUILDING #4.

My HOUSE MAY OR MAY NOT BE ONE THAT IS ON THE RIGHT OF WAY; IF IT IS I WOULD LIKE TO KNOW, SO I CAN START LOOKING FOR A PLACE TO MOVE EVEN IF IT IS A COUPLE OF YEARS - FROM NOW.

IS THERE ANYWAY FOR ME TO FIND OUT WHAT RESIDENCES WILL BE PURCHASE IF BRIDGE #4 IS BUILT?

THANK YOU,

Doshia F. Sturdivant

ROSEBURG REGION
RECEIVED
SEP 10 1981
RE | RME | ROE | RCE | TR
ROE | DES | FSR | RPR | FLE
GEO. | FAS | RPLL

Doshia F. Sturdivant
1070 Barry St.
Coos Bay, OR 97420

5 10,158

[illegible]

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE August 25, 1981

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County

Herewith is a copy of the study report for the subject section that has been reviewed and approved by the Region III Engineer.

If you concur with our recommendation, please approve the report and return it to me for further distribution.

RECEIVED
TECHNICAL SERVICES
AUG 25 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FET:WH:ge
Attachment

APPROVED
Ed Hunter
E. S. Hunter
Date 8-26-81

10,158 8-25-81

Oregon Department of Transportation
Hearing Study Report
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County

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Appendix A

RECOMMENDATION

The Oregon State Highway Division, after consideration of the public hearing input and other related data, recommends approval of a Build Alternative (Alternative 4) for the Coalbank Slough Bridge Replacement on the Oregon Coast Highway (U.S. 101) in Coos County.

The Recommended Alternative (shown on the map at the end of the report) will be similar to Alternative 4, with a new four-lane, intermediate-level, fixed-span bridge located about 100 feet downstream from the existing structure.

The following items were considered in making the above recommendation:

1. Input at the public hearing
2. Input from other entities
3. Service to both surface and marine traffic
4. Reasonable needs of navigation (U.S. Coast Guard preliminary finding)
5. Socio-economic impacts (displacement of homes, businesses and commercial property)
6. Statewide planning goals

The location of the bridge for the Recommended Alternative will be the same as in Alternative 4 (about 100 feet downstream from the existing bridge). Location of the new approaches will also be the same as Alternative 4.

The bridge and roadway design for the Recommended Alternative will be modified from that outlined in the Impact Statement and presented at the public hearing.

The overall width (back of walk to back of walk) will not change; however, the 60-foot curb-to-curb width will be expanded to 64 feet. This then will result in four 11-foot travel lanes, a 12-foot median and four-foot shoulders for bicycle usage. The pedestrian walkways would also be reduced from eight feet to six feet.

Summary

The primary consideration in recommending an intermediate-level, fixed-span structure for the bridge replacement was the potential conflicts between surface and marine traffic modes.

Alternatives with low-level, bascule-spans would, depending on the opening schedule, create undesirable delays to highway traffic during those times when the bridge was opened for marine traffic, If an on-demand opening schedule was established, the delays to traffic would be absolutely intolerable.

An additional consideration in making the recommendation was the need to avoid extensive socio-economic impacts (displacement of homes, businesses and commercially zoned property); therefore, any high-level bridge would not be deemed prudent replacement plans.

The Recommended Alternative, with an intermediate, fixed-span structure, would provide a new, safer bridge for present and future highway traffic. The added vertical clearance at mean high water would meet the reasonable needs of navigation on the slough (a U.S. Coast Guard preliminary finding).

The alternative would be cost effective, have the least adverse impacts to highway traffic and would displace a minimal number of homes and businesses.

HEARING SUMMATION

A public hearing for the proposal was held at 7:30 p.m. on February 4, 1981 in the Public Library Auditorium in Coos Bay, Oregon with approximately 75 persons present.

Five Build Alternatives for replacing the bridge over Coalbank Slough on the Oregon Coast Highway (U.S. 101) and the No-Build Alternative were presented.

During the hearing, fifteen persons presented oral comments and two persons submitted comments on cards. Fifteen persons submitted comments by letter, including a petition with one hundred signatures. (Six of the above persons submitted both oral and written testimony, their comments were only tabulated once, which results in twenty-six separate items of testimony).

The following tabulation indicates alternative preference:

6	persons favored Alternative 1
2	persons favored Alternative 2
1	person favored Alternative 3
3	persons favored Alternative 4
4	persons did not indicate a choice
10	persons favored other Alternatives

The other alternatives noted above included:

1. A low-level, fixed-span structure at or near the existing bridge site. Two letters (one with three signatures and one with 14 signatures) along with five other persons favored this alternative.

2. A high-level (35 to 60-foot) fixed-span structure located downstream from the existing bridge. This alternative was favored by two persons.

3. An intermediate-level (20-foot), fixed-span structure with a lock system for marine traffic that could not navigate the slough with the 20-foot clearance. This alternative was submitted by letter.

The petition was not against the bridge replacement as such. Signers were opposed to development on the slough and a high-level structure as outlined in Item 2 above.

HEARING COMMENTS AND RESPONSE

This portion of the report is a summation of comments received as input to the public hearing, including the formal hearing testimony, as well as other written data. Explanatory responses accompany each comment.

COMMENT The City Council and Planning Commission of Coos Bay expressed concerns about: marine development on Coalbank Slough; displacement impacts of homes and businesses; encroachment on commercially zoned developable property; future extension of the Highway 101 couplet; and, traffic conflicts that could occur with a bascule-span bridge.

RESPONSE Marine development in the slough would be possible with all the Alternatives presented at the hearing. The extent of the development would, however, vary with each Alternative. The two alternatives with bascule-spans would allow the fullest development of the slough. The three alternatives with fixed spans would restrict the development in accordance with the clearance provided.

Implementation of the Coos Bay Estuary Management Plan, along with permits required from other agencies, may be as much if not more of a factor in restricting development on the slough than the type of bridge replacement.

Alternative 4 would allow full development of the slough between the new bridge site and the railroad bridge. Development upstream from the new bridge site would not be restricted as to quantity, however, usage of the facilities would be restricted to those vessels having clearance requirements less than 20 feet at mean high water.

Some displacement of homes and businesses would occur with each of the Alternatives, ranging from 0 on Alternative 1 to 15 on Alternative 3. Alternative 4 would displace two homes and three businesses.

Encroachment on the commercially zoned property (former Evans Wood Products Site) would occur with all the Alternatives. The extent of the encroachment would range from a temporary easement on Alternative 1 to about four acres on Alternative 3. Right-of-way for Alternative 4 would require about two acres along the southerly edge of the site which should not detract from its overall development.

Future extension of the Highway 101 couplet would be possible with all the alternatives. On Alternative 4, First Street could be extended to serve northbound traffic on Highway 101. Curvature of the roadway would not be a problem since speeds would be reduced through the area.

Traffic conflicts would occur with all the Alternatives, even the No-Build. The extent of the conflicts would vary considerably with each Alternative. Frequent and extensive maintenance of the existing bridge under the No-Build Alternative could result in lane closures that would restrict the capacity of the highway. Also increased future traffic volumes could result in restricted load limits being placed on the bridge. The Alternatives with bascule-spans would have traffic conflicts that would be directly related to a bridge opening schedule. The Alternatives having fixed-span structures, such as Alternative 4, would have only temporary traffic conflicts that would occur during construction.

COMMENT The Coos County Board of Commissioners expressed the following concerns:

1. The proposal should resolve the conflicts between surface transportation on Highway 101 and marine traffic in Coalbank Slough;
2. Encroachment on commercially zoned property should be minimized;
3. Adverse highway traffic conditions resulting from opening the bascule-span should occur during off-peak hours;
4. Additional consideration should be given to the practicality of opening the bridge during regular hours;
5. Consider the proposal presented at the hearing by Mr. Fred Anthony;
6. Review the potential for a major reroute of Highway 101 around portions of Coos Bay and North Bend; and
7. Ensure that the selected alternative is the most cost effective, has the least adverse impacts to traffic and displaces the least number of homes and businesses.

RESPONSE Many of the concerns expressed above are beyond the scope of and stated purpose of the project: "replace the existing deteriorated highway bridge across Coalbank Slough with a new, safer structure."

To totally resolve the conflicts between competing transportation modes (surface and marine) a high-level, fixed-span structure would be required. Alternatives that would have responded to this concern were studied during the preliminary location phase of the proposal. These alternatives, due to their high construction costs and extensive socio-economic impacts, were not considered feasible proposals, therefore, they were not advanced.

Reducing encroachment on commercially zoned property was one of the prime concerns addressed during the preliminary location phase. Alternatives 1, 2, 2A and 4 reduce the encroachment to an acceptable minimum. Alternative 3 would have displaced the greatest amount of this type property.

Highway traffic conflicts resulting from an opening of a bascule-span were also a prime concern in the location phase and alternative selection. If a fifteen minute opening were to occur during a peak traffic hour, vehicles would be backed on the highway about one mile each side of the bridge. Additional delays and backups would occur on the side streets connecting to the highway. This backup of traffic would also occur during off-peak hours, however, the impacts would probably not be quite as severe as during peak hours. The one, and perhaps main unknown factor in evaluating the potential traffic conflicts involves the schedule that would be established for bridge openings. This schedule would be established at the time the Highway Division applies for a U.S. Coast Guard permit to construct a bridge over the slough. This application would be subject to the usual Coast Guard procedures, which could even include an additional hearing on the proposal.

A proposal for a high-level, fixed-span structure was presented at the hearing by Mr. Fred Anthony. This proposal, shown on the map at the back of the report, would begin at the southerly end of the Highway 101 couplet in Coos Bay and extend southerly to a point near Newport Avenue in Bunker Hill. The proposal requested use of a high-level (55+-foot), fixed-span structure as well as interchanges on each side of the slough.

A preliminary design of Mr. Anthony's proposal was prepared for evaluation. It became immediately apparent that the design, if implemented, would require most of the commercially zoned property for right-of-way. In addition, it would displace a large number of the businesses at the northerly end of the zone as well as most of the homes and businesses in the portion of Bunker Hill lying between the present highway, slough and railroad tracks.

The extensive socio-economic impact coupled with the excessive cost (30 + million dollars) makes the alternative impractical.

Relocation of Highway 101 around Coos Bay and North Bend would not solve the immediate problem, that is, replace the deteriorated highway bridge over Coalbank Slough. This bridge replacement would still be needed.

Future transportation planning for the area should consider relocation of Highway 101 as an ultimate goal.

Selection of Alternative 4 for advancement as the Build Alternative would respond to the remainder of the County's concerns.

The alternative would be cost effective, the displacement of homes (two) and businesses (three) would be minimal, traffic delays from opening the bridge would be eliminated with the use of a fixed-span structure, and encroachment on commercially zoned land would be minimal.

COMMENT A representative of the Coos County Board of Realtors expressed concern about the loss of commercially zoned property and the compatibility of a new bridge with a future extension of the Highway 101 couplet.

RESPONSE All the Alternatives would require a taking of the commercial property varying from a temporary easement with Alternative 1 to about five acres with Alternative 3. Alternative 4 will require the taking of about two acres along the southerly side of the parcel which should not detract from the overall development of the site.

During the preliminary design phase of the proposal, each alternative was evaluated for its compatibility with a future extension of the Highway 101 couplet. Alternative 4 would, by use of reduced curve standards, be compatible with a future couplet extension.

COMMENT Use of Federal monies to fund the project will probably never happen again, therefore, the proposal should consider relocating the highway rather than perpetuating the bottleneck of the bridge upon entering Coos Bay.

RESPONSE Funding for the proposal has been established through the Highway Bridge Replacement Program consisting of 80 percent Federal money and 20 percent State money. The Highway Bridge Replacement Program is an ongoing program for replacing or rehabilitating bridges that are obsolete or unsafe due to structural deficiencies or physical deterioration.

Monies set aside for the Highway Bridge Replacement Program cannot arbitrarily be transferred to and used for relocating Highway 101. They can only be used for replacing bridges. Additionally, the bridge would have to be replaced even if the highway were to be relocated.

COMMENT The shallow depth of the slough (2½ to 3 feet at zero tide) causes drainage problems to abutting pastures and fields.

RESPONSE Dredging of Coalbank Slough is not a part of the proposal; therefore, any dredging that takes place will have to be at the instigation and expense of the property owners.

Selection of Alternative 4 as the Build Alternative would not preclude dredging of the slough upstream from the bridge site. It would, however, effect the manner in which a bucket is placed on the slough in that the bridge would restrict marine traffic to vessels requiring less than 20 feet of clearance at mean high tide.

COMMENT An opening span structure would be an asset in transporting coal from the immediate area rather than trucking it over the city streets.

RESPONSE Smaller barges with vertical requirements of less than 20 feet could navigate the slough under Alternative 4.

A survey conducted in the late 1940's and early 1950's indicates that the coal in the immediate Coos Bay Area has previously been mined beyond its economical capability, therefore, it is unlikely that any major quantities of coal would be transported from the area abutting the slough.

COMMENT A fixed-span structure would just be a hindrance to all concerned in the years to come.

RESPONSE The contention that a structure with a fixed-span would be a hindrance to all concerned is debatable.

First it must be defined as to whom or what persons are included in the "all concerned category." If the "all concerned persons" includes only those having a vested interest in development of the slough, then a fixed-span structure would be a hindrance. The hindrance, however, would be proportional to each alternative. If, on the other hand, the "all concerned category" includes those persons using the bridge to cross the slough, then a structure with a fixed-span would be a major asset rather than a hindrance.

Alternative 4 would be a major asset to highway users and a hindrance to developers of the slough. Therefore it cannot be labeled a hindrance to all concerned.

COMMENT Has there been any consideration given to the use of a fixed-span structure with Alternative 1.

RESPONSE A fixed-span structure replacement of the existing bridge was considered during the preliminary design phase. This proposal was not advanced beyond the study phase as it would not meet the reasonable needs of navigation on the slough.

Alternative 4, the selected Build Alternative with 20 feet of clearance, does respond (according to a preliminary finding by the U.S. Coast Guard) to the reasonable needs of marine traffic.

COMMENT The proposal should consider the placement of precast slabs over the existing bridge in its present location. This type of solution would save about three million dollars.

RESPONSE Granted this would be a simple and cost effective means for a bridge replacement. This idea, however, is not a feasible solution to the problem as the entire bridge, including the substructure, is deteriorated and must be replaced.

COMMENT Consideration should be given to an Alternative that features a fixed-span structure with 55 to 60 feet of clearance for marine traffic. The alternative should also consider interchanges on both sides of the slough. (Submitted by Mr. Fred Anthony)

RESPONSE During the preliminary design phase of the proposal, two Alternatives with high-level, fixed-span structures were evaluated. These alternatives, one with 35 feet of clearance and one with 72 feet of clearance, were not advanced beyond the study phase due to their excessive costs and extensive socio-economic impacts.

Mr. Anthony's proposal, due to its proposed placement, would entail even greater construction costs as well as even more far reaching socio-economic impacts than either of the above proposals.

A detailed summation of Mr. Anthony's proposal is contained in Appendix A.

COMMENT It appears that the Alternatives that relocate the new bridge downstream will not have safe curvature that will be compatible with the future extension of the Highway 101 couplet.

RESPONSE All the Alternatives presented at the public hearing considered the future extension of the couplet. The curvature, while being somewhat substandard, would be safe for the reduced speeds in this urban area.

COMMENT If Alternative 1 is selected for approval, the detour structure should be placed on the upstream side of the existing bridge. This would reduce the impact to properties east of the slough.

RESPONSE In the preliminary location phase of the proposal, an evaluation of the detour structure placement was prepared. This evaluation indicated that a downstream detour would result in fewer social impacts, provide a safer alignment and be better adapted to the required stage construction.

Selection of Alternative 4 as the Build Alternative will of course negate the need for a detour structure.

COMMENT An Alternative with an intermediate level bridge with a bascule-span should be considered. This type of bridge would allow free passage for most of the vessels when the bridge was closed, while the quick, opening-span would allow passage for vessels with taller masts.

RESPONSE As stated previously, in response to Coos County Commissioners, an opening of a bascule-span during peak traffic hours would result in major delays to highway traffic. The time and frequency of the bridge openings would be controlled by a schedule established in the U.S. Coast Guard permit that is required to construct a bridge over a navigable waterway.

Alternative 4, the Build Alternative, will, according to a preliminary finding by the Coast Guard, serve the reasonable need of navigation in Coalbank Slough.

COMMENT No development of marine facilities should be allowed in Coalbank Slough.

RESPONSE The Highway Division has no jurisdiction over what, if any, developments occur in Coalbank Slough. Designation of allowable land uses in the slough should be part of the Coos Bay Estuary Management Plan.

Coalbank Slough is designated as a navigable waterway by the U.S. Coast Guard; therefore, the bridge replacement must consider the reasonable needs of marine traffic on the slough.

COMMENT If the new bridge is to retain the same height as the existing bridge, why don't you use culverts and fill as the replacement proposal.

RESPONSE As stated above, Coalbank Slough is a navigable waterway and any bridge replacement proposal must respond to the reasonable needs of marine traffic.

A culvert and fill proposal would not respond to the navigational needs; therefore, it cannot be considered as an alternative. In addition, the physical make-up of the bottom of the slough would not be conducive to use of culverts.

COMMENT The proposal should consider a long-range program that would result in the greatest future benefits to the community.

RESPONSE A long-range transportation program that would provide the greatest future benefit to the community would be a bypass of the area. The present bridge, due to its deteriorated condition, would have to be replaced even if a bypass were being considered. Therefore, the selected alternative must consider those benefits that will be derived from the bridge replacement.

COMMENT A low-level, bascule-span structure at or near the location of the existing bridge should be selected for the replacement project.

RESPONSE Opening a low-level, bascule-span for marine traffic would create undesirable delays for highway traffic using the bridge. These delays would be intolerable if they were to occur during the peak traffic hour.

Selection of an alternative with a low-level, bascule-span that creates these traffic delays would not be prudent.

COMMENT A low-level, bascule-span would provide an avenue for barging dredge spoils through the bridge for use in maintaining the dikes.

RESPONSE A low-level, bascule-span structure would, as stated above, create undesirable or intolerable delays for vehicular traffic on Highway 101.

Selection of Alternative 4 as the Build Alternative would not preclude the use of barges for transporting dredge spoils into the slough. It would, however, limit the type of barge to those requiring clearances of less than 20 feet at mean high water.

COMMENT Any unnecessary boat traffic in the slough erodes adjacent dikes thereby endangering prime farm land.

RESPONSE The amount of boat traffic allowed in the slough cannot be controlled by the Highway Division. Development in the slough would be established through completion of the Coos Bay Estuary Management Plan.

The Highway Division must, because Coalbank Slough is a navigable waterway, select an alternative that responds to the reasonable needs of marine traffic in the slough.

COMMENT A high-level bridge would be an eye-sore for those persons living within sight of the structure.

RESPONSE High-level bridges are not always considered eye-sores. In fact, there are a number of bridges along Highway 101 (McCollough Bridge at North Bend, Alsea River Bridge at Waldport, Umpqua River Bridge at Reedsport, and Yaquina Bay Bridge at Newport) that are considered by many to be picturesque.

The height of the proposed bridge for Alternative 4, the Build Alternative, would be less than 10 feet above the elevation of the existing structure.

The minimal raise in height combined with modern bridge design techniques should not result in any adverse visual impacts.

COMMENT An expensive high-level bridge to accommodate a few property owners should not be built at the expense of taxpayers.

RESPONSE A high-level bridge would not only be expensive but it would result in an excessive number of displaced homes and businesses. Due to these reasons, a high-level bridge is not being advanced even though it would have aided a few property owners in the efforts to develop marinas on the slough.

Funding for the proposal will not be derived from local property taxes as the comment seems to imply. The funding will come from road user fees such as gas tax and truck weight mile taxes that are set aside for specific use in the Highway Bridge Replacement Program.

COMMENT The slough, in its present condition, is inadequate to accommodate large vessels, therefore, it appears that developments on the slough would be at the expense of local taxpayers.

RESPONSE Funding for any dredging or development in the slough would not be a part of the Highway Division's proposal. In addition, the Army Corps of Engineers have no plans for dredging the slough in the immediate future. Therefore, funding for dredging or developing the slough would be the responsibility of the owners or their agents.

COMMENT A new bridge should be built that would accommodate highway traffic, with the least amount of disburbance to property owners and citizens.

RESPONSE Selection of Alternative 4 as the Build Alternative responds to the above concerns in that the new fixed-span structure would eliminate the undesirable traffic delays resulting from a bascule span.

Right-of-way requirements would be minimal as only about three acres of property would be needed for the proposal. Displacements of homes (two) and businesses (three) would also be minimal.

COMMENT This comment in the form of a position, signed by 100 persons, stated, "we are opposed to a larger bridge across Coalbank Slough, also opposed to any business or development on Coalbank Slough."

RESPONSE Selection of Alternative 4 as the Build Alternative would, with an intermediate-level, fixed-span structure, eliminate the expressed opposition to a larger bridge over the slough.

Restrictions on business development in the slough is beyond the scope and intent of the proposal. Implementation of the Coos Bay Estuary Management Plan would control the amount and type of development occurring in the slough.

COMMENT Maintaining the Bunker Hill sanitary sewer line through Coalbank Slough will be difficult if extensive dredging takes place where the line crosses the slough.

RESPONSE Alternative 4, the Build Alternative, will not effect the sewer line; therefore, any extensive dredging that could occur in the future should, as stated above, be controlled by implementation of the Coos Bay Estuary Management Plan.

COMMENT If marina development in Coalbank Slough is one of the primary factors in selecting an alternative for the bridge replacement, then further study should be done whereby marina development would occur on Isthmus Slough.

RESPONSE The primary purpose of the proposal is to select an alternative design for replacing the existing deteriorated Highway 101 bridge over Coalbank Slough. The alternative must, because Coalbank Slough is a navigable waterway, respond to the reasonable needs of marine traffic in the slough.

Development of marinas in Coalbank and Isthmus Sloughs would be regulated by completion and implementation of the Coos Bay Estuary Management Plan.

COMMENT Coalbank Slough provides one of the last places for marina development on the West Coast. A bridge that interfers with marine traffic will destroy or severely curtail the value of this very scarce and important resource.

RESPONSE To state that Coalbank Slough is one of the last places on the West Coast where marina development can occur is simply not the case. In fact, there are several areas in the Coos Bay Estuary itself where new marinas could be developed or where existing marinas could be expended. There are also other estuaries or inlets along the Oregon Coast where plans have been made for future development of marine facilities.

Selection of Alternative 4, with a fixed-span structure, would restrict the type and size of vessels that may be using potential marina developments upstream from the bridge. This slight interference would certainly not destroy the value of the slough as a marine resourse.

COMMENT An additional Alternative that features a fixed-span structure with 20 feet of clearance for normal marine traffic in conjunction with a lock system for other marine traffic should be considered. This type system would solve all the special interest problems as well as have a potential of being a major tourist attraction.

RESPONSE Use of a lock and gate system in conjunction with a new bridge for the Coalbank Slough crossing is a unique and intriguing idea.

Implementing such a system would, due to the poor subsoil conditions in the slough, involve some rather costly construction methods. Operation and maintenance of the lock portion of the system would also be expensive and difficult due to the siltation caused by tidal action.

COMMENT A low-level, draw bridge across the slough would result in: countless wasted man-hours of production; an increased level of frustration; a waste of energy; and, an addition of pollutants in the air for people waiting for one little pleasure boat to go through the opened bridge.

RESPONSE Selection of an alternative with a low-level, bascule-span structure would include most of the stated concerns; however, selection of Alternative 4 with a fixed-span structure would not have these problems, except for some temporary delays during the construction phase.

PROJECT SUMMATION

The project considers replacement of the existing deteriorated highway bridge over Coalbank Slough with a new wider structure.

The existing bridge is located on the Oregon Coast Highway (U.S. 101) at milepoint 239.2 which is also the southerly city limits of the city of Coos Bay in Coos County, Oregon.

The existing 433-foot bridge was opened to traffic in 1941 and contained a 72-foot double-left, bascule-span for marine traffic on the slough. Due to various reasons, the bascule-span has not been opened for marine traffic since 1955 which some contend has deterred commercial development of the slough upstream from the bridge. The 50-foot roadway width of the bridge is presently striped with four 10-foot travel lanes, a four-foot median and three-foot shoulders. There are also five-foot pedestrian walks on each side of the bridge.

During the location phase of the proposal, numberous bridge design alternatives and locations were evaluated for the replacement project. From this study, five Build Alternatives and the No-Build Alternative were advanced for consideration in the Draft Environmental Impact Statement for the project.

Following is a brief description of the alternatives. Additional descriptions are available in the Impact Statement.

Alternative 1

The new bridge for Alternative 1 would be a bascule-span structure located in the same position as the existing bridge. The new 60-foot wide, 440-foot long bridge would have about the same clearances for marine traffic as the existing structure in an operable condition (13-foot vertical and 40-foot horizontal closed and unlimited vertical and 32-foot horizontal open). The 60-foot roadway width would provide for four 12-foot travel lanes, an eight-foot median and two-foot shoulders. There would also be eight-foot pedestrian walks on both sides of the bridge.

Total project length including the bridge and approaches, would be about 0.2 miles with an estimated cost (excluding right-of-way) of $5,600,000.

Traffic services on the highway during construction would be maintained by use of a temporary detour bridge placed just downstream from the existing bridge. Clearances for marine traffic at the detour bridge would be about equal to those of the existing bridge in the closed position.

Alternative 2

The new 60-foot wide, 410-foot long, low-level, bascule-span bridge for Alternative 2 would be located about 100 feet downstream from the existing bridge. Clearance for marine traffic would be about the same as those outlined above for the existing bridge in an operable condition.

Total project length, including the bridge and approaches, would be 0.4 miles with an estimated cost (excluding right-of-way) of $5,850,000.

Traffic service on the highway would be maintained on the existing bridge during construction by use of various staging methods. Clearances for marine traffic would therefore remain the same as with the present bridge.

Alternative 2A

The bridge features (except for the type of structure and estimated costs) of Alternative 2A would be the same as those described above for Alternative 2. The new bridge for this alternative would have a fixed-span structure with 13 feet of vertical clearance and 40 feet of horizontal clearance for marine traffic at mean high water. The estimated cost (excluding right-of-way) would be $4,450,000.

Alternative 3

The new bridge for Alternative 3 would be a relatively high 60-foot wide, 815-foot long, fixed-span structure located about 200 feet downstream from the existing bridge.

The clearances for marine traffic would be about 35 feet vertically and 40 feet horizontally at mean high water. This clearance would be adequate for most pleasure boats as well as other types of vessels.

Total project length, including the bridge and approaches, would be 0.5 miles with an estimated construction cost (excluding right-of-way) of $8,100,000.

Traffic service for the highway and slough would be the same as outlined for Alternative 2.

Alternative 4

The new bridge for Alternative 4 would be a 60-foot wide, 530-foot long intermediate-level, fixed-span structure located about 100 feet downstream from the existing bridge.

Clearances for marine traffic on the slough would be about 20 feet vertically and 40 feet horizontally at mean high water. The clearance, according to a preliminary finding by the U.S. Coast Guard, would meet the reasonable needs of navigation on the slough.

Total project length, including the bridge and approaches, would be 0.5 miles with an estimated construction cost (excluding right-of-way) of $5,400,000.

Highway 101 traffic would use the existing bridge during construction the same as outlined for Alternative 2.

Alternative 5

This alternative would be the No-Build Alternative which would retain the existing bridge and traffic patterns. The alternative would allow normal maintenance and repair of the bridge to maintain the highway traffic services.

Bridge repairs sufficient to restore the existing structure to its original operational condition are not a part of the alternative. The estimated cost for restoring the bridge to an operational condition is about the same as that of building a new bridge.

The existing bridge was built across Coalbank Slough (a navigable waterway) under a permit from the U.S. Coast Guard as a double-left, bascule-span bridge. The need for complying with the bridge opening schedule was rescinded in September of 1974 wherein the Coast Guard ruled that, "the draw need not open for passage of vessels and the machinery for the draw need not be maintained in operable condition; however, the draw shall be returned to operational condition by the owner of the bridge (the State) within six months after notification by the Commandant, U.S. Coast Guard, to take such action."

Recommended Alternative

The Recommended Alternative will be similar to Alternative 4 outlined above. A complete description is available in the Recommendation portion of this report.

ENVIRONMENTAL IMPACT SUMMARY

The environmental impacts for the Build Alternatives and the No-Build Alternative are summarized in the hearing transcript segment of this report. Additional detailed information is available in the Draft Environmental Impact Statement for the proposal.

This portion of the report will summarize the impacts associated with the Recommended Alternative (Alternative 4) and will briefly discuss each environmental regimen.

Traffic Service and Safety

Traffic service (capacity) will show a slight improvement in the immediate bridge area as the structure, with an additional 14 feet of width, will have a continuous turn lane. The overall capacity of the highway, however, will not improve to any great degree as the traffic signals at either end of the proposal will continue to limit the amount of traffic traversing the area.

Safety on the proposal should show a significant improvement as the additional 14-foot bridge width will allow use of 11-foot travel lanes, a continuous median and four-foot shoulders.

The fixed-span structure of the alternative will eliminate the potential for traffic delays and accidents that would result with a bascule-span.

Navigation

The new fixed-span structure, with 20 feet of clearance at mean high water, will restore the navigational capability of the slough. It will, however, limit the size of vessels that could use proposed marinas upstream from the bridge.

The alternative appears to be consistent with the Draft Coos Bay Estuary Management Plan which indicates that the portion of the slough above the highway bridge should be developed for use by pleasure boats. The alternative is also consistent with a preliminary finding by the U.S. Coast Guard that 20 feet of clearance at mean high water would meet the reasonable needs of navigation.

Right of Way Acquisition

Approximately three acres of private property from eight separate parcels will be acquired for the proposal. About two acres of the acquisition will be from vacant commercially zoned land. Two homes and three businesses are located within the required area and would be displaced. Replacement housing for both the homes and businesses should not pose any problems.

Noise and Air Quality

Some residences and businesses would experience slight increases in noise levels. This increase would result more from future traffic increases than from alignment revisions.

Mitigation of traffic noise impacts does not appear practical, as the number of accesses and the general topography of the area are not conducive to the design of effective sound barriers.

Construction work on the bridge and roadway will also result in some increased noise levels. This increase will be temporary and will be controlled by specifications set forth in the contract for noise abatement.

Air pollution levels under this alternative would decrease in the future years despite increased traffic volumes. This decrease will come about with improved pollution control devices that will be required on vehicles.

Aquatic Habitat

Construction of the new bridge for the alternative would require removal of minor amounts of riverine type brush and trees. Excavation for the piers of the new bridge and removal of the existing bridge will cause some temporary turbidity in the slough. Fills for the bridge approaches will create minor encroachments on the floodplain and wetlands.

Indirect impacts could also result from completion of the proposal. This would involve dredging that could take place in the slough for development of marinas upstream from the bridge site.

Socio-Economic

Several adverse impacts to the human environment will result from implementation of the alternative. The primary impact will occur from the right-of-way acquisition which, as described previously, will displace three businesses and two homes. The conversion of the above land to public use will also result in a slight reduction of the tax base. No cultural features such as parks, historic buildings or other public property will be effected by the proposal.

Summary

The above summary constitutes a general review of the impacts that could occur with the construction of the alternative. Further detailed information will be evaluated in the Final Environmental Impact Statement for the proposal.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

February 4, 1981
7:35 p.m.
Public Library Auditorium
525 Anderson
Coos Bay, Oregon

RE: Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County

MR. ALFRED SHIRLEY, JR.: Good evening ladies and gentlemen. It is 7:35 p.m., February 4, 1981, and time for this hearing to begin. My name is Alfred Shirley, Jr. I am the Region Engineer for the Oregon State Highway Division. My office is in the City of Roseburg.

At this time, I would like to introduce the people at the table with me. At my immediate left is Neil Flanagan. Neil is the Right of Way Supervisor for Region 3. To my immediate right is Frank Morrison. Mr. Morrison is a Resident Engineer with an office in the City of Coquille, and Mr. Morrison will most likely be the Resident Engineer in charge of the field survey for this project. To the far right is Kathy Kubick. Kathy is from the Environmental Section at the Salem headquarters where the Draft Environmental Impact Statement was prepared. (There were approximately 76 other persons in attendance.)

Have you all filled out your cards? I hope so. Good. Thank you. If you desire a transcript of this hearing, even though you may not be giving testimony, we will send you a copy if you turn in a card, of course we need your name and your mailing address on that card.

The transcript is a verbatim record of what is said here tonight and for that reason, if you are going to give testimony, we ask you to come to the microphone here at the center so we can make an accurate recording of your testimony.

The formal hearing this evening covers the corridor features of the Coalbank Slough Bridge Section of the Oregon Coast Highway in Coos County. Informal sessions were held yesterday and today in this room with State Highway Division engineering and right of way people who were available to discuss the design elements of this section. They will be available after the hearing if you have any real detailed questions to ask. These hearings are conducted in accordance with the United States Department of Transportation, Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 5, which is dated December 30, 1974.

I would like to announce at this time that additional statements or exhibits may be submitted within 10 days from this hearing. These should be sent directly to Commission Services, Transportation Building, Salem, and the zip code is 97310. I will repeat that again before the evening is over so you have a chance to write it down.

I would like to advise you that after evaluation of the statements included in the transcript of this hearing, information developed concerning the proposal will be available for public inspection and copying in the State Highway Building in Salem. A copy will also be available in my office in Roseburg.

There may be some of you who were unable to attend the informational sessions and, as I said earlier, if you have questions our people will be available after the hearing to discuss the project with you.

This project will be constructed under the provisions of the Federal Surface Transportation Assistance Act, and these funds are provided on a sharing basis with 80 per cent Federal Funds and 20 per cent State Funds under the terms of the Act. The reason that this is 80 per cent - 20 per cent is the fact that this project is proposed to be constructed under the Highway Bridge Replacement portions of the Act and that is the provisions. The Oregon Coast Highway is a part of the Federal Aid Primary Highway System.

I would now ask Frank Morrison to briefly describe the proposed project. Frank.

MR. FRANK MORRISON: The proposals under consideration involve sections of a design alternate to replace the existing deteriorated highway bridge across Coalbank Slough. The present 50-foot wide bridge was constructed in 1941 as a double-leaf, bascule span structure, and has four 10-foot travel lanes, a four-foot median, three-foot shoulders and five-foot sidewalks.

The present bridge, due to its deteriorated condition, has not been opened for marine traffic since 1955. Increasing highway traffic volumes throughout the intervening years has also increased the needs as well as the cost of maintenance to keep the bridge functional. In fact, it would be almost impossible to open the bridge for marine traffic without undertaking major repairs, costing nearly as much as a new bridge.

Five Build Alternatives and a No-Build Alternative are being advanced for the bridge replacement. Two of the Build Alternatives include bascule span bridges, while the other three feature fixed span bridges.

Following is a brief description of each Alternative. Additional descriptions as well as the impact resulting from each Alternative are available in the Draft Environmental Impact Statement, which copies are available in limited quantities.

Alternative 1 would be a 60-foot wide, 440-foot long, bascule span bridge in the same location as the existing structure. Traffic service would be maintained by use of a temporary detour bridge placed just downstream from the existing bridge. Clearance for marine traffic would be about equal to the clearance of the existing bridge in its operable condition. Total length of the Alternative would be 0.2 miles, and construction costs would be $4,600,000.

Marine traffic clearance, which was available at the existing bridge when it was in operable condition, includes a closed position with 13 foot vertical and 40 foot horizontal at mean highwater, and an open position with 32 feet horizontal and the vertical limited only by other obstructions.

Alternative 2 would be a 60-foot wide, 410-foot long, low-level, bascule span bridge located about 100 feet downstream from the existing structure. Traffic services would be maintained on the existing bridge during construction. Clearance for marine traffic would be the same as those outlined for Alternative 1. Total length of Alternative 2 would be 0.4 miles, and construction costs would be $4,200,000.

Alternative 2A would be a 60-foot wide, 410-foot long, fixed span bridge in the same location as Alternate 2. Clearance for marine traffic would be about equal to clearance for the existing bridge in the closed position, 13 feet of vertical clearance and 40 feet of horizontal clearance at mean highwater. Total project would be the same as Alternate 2, however, construction costs would be substantially less at $3,200,000.

Alternative 3 would be a relatively high, 60-foot wide, 815-foot long fixed span bridge located about 200 feet downstream from the existing structure. Traffic service would be maintained by use of the existing bridge during construction. Clearance for marine traffic would be 35 feet vertical and about 40 feet horizontal at mean highwater. This would be adequate for most pleasure boats as well as other type vessels. Total project length would be 0.5 miles, and the construction cost would be $5,900,000.

Alternative 4 would be a 60-foot wide, 530-foot long, fixed span bridge located on about the same alignment as Alternative 2. Clearance for marine traffic would be 20 feet at mean highwater, which according to a preliminary determination by the U. S. Coast Guard, would meet the reasonable needs of navigation. Total length of the project would be 0.5 miles, and construction costs would be $3,900,000.

Alternative 5 is a No-Build Alternative which would retain the existing bridge and traffic patterns. The Alternative would allow normal maintenance and bridge repair required to maintain highway traffic services.

There is, however, a directive from the U. S. Coast Guard that states, ". . . The Oregon Highway Division must, if ordered, restore the drawspan to an operable condition within six months after notification. . ." This, as previously stated, could cost as much as a new bridge.

Additional construction items that would be a part of the selected Alternative include: adequate drainage facilities; seeding, mulching and landscaping to maintain the aesthetics of the area; restoration of access and traffic circulation patterns; traffic control devices to protect the public; and removal of the existing bridge.

MR. SHIRLEY: Thank you, Frank. I will now ask Neil Flanagan to talk about the right-of-way aspects of the proposal and the relocation assistance program that is available. Neil.

MR. NEIL FLANAGAN: Thank you. Can you hear me? Right-of-way acquisition is a relatively complex process requiring an appraisal, individual contact with property owners and acquisition by option in an agreeable manner. We have a public responsibility as employees of the Oregon Highway Division to treat everyone fairly and equitably consistently and to properly pay for the land that is acquired for any particular project.

The concept of payment is based upon fair market value - what properties are selling for at the time we, the State, will acquire them. Elements of compensation are a payment for land, buildings, that sort of thing, any value losses created by the project. But there are some things for which we cannot pay: losses of business during construction are noncompensable. Inconvenience to the motoring public at large, people living along the project, cannot be paid. Acquisitions for right of way consist of from business properties to real property itself. Businesses as such are not acquired.

Available at the front table are two leaflets and I would suggest that if you do not have them, you should pick them up. The first is "Acquiring Land for Highways and Public Projects" (Form Rev. 12-77) and it explains the acquisition procedure quite well and in some detail.

The second, "Moving Because of the Highway or Public Projects?" (Form No. 81-734-3772) deals primarily with relocation.

Relocation after 1970 is something that we must always consider and it provides for payments above the value of real estate acquired in some instances. If dwellings are actually purchased or made uninhabitable, in addition to the money paid for the property itself, moving costs are paid. There are replacement housing additives available up to 15,000 extra dollars depending upon what the replacement housing will cost for the owner-occupants. I believe that is incidently tax free.

There is a down payment benefit available to a renter if he wishes to acquire a place rather than rent another one. Incidental costs of closing the transaction for the new building. There is an interest differential payment available if you happen to have a State G.I. loan at 4% for instance, and must now get one at 16%, and compensation is available for that.

No payments are made until after the real estate transaction is complete. And I want to emphasize that in the event that some of you here who happen to be perhaps renters will be affected by the project. Even though you move beforehand and are eligible to receive money, you do not get it until the transaction to acquire the real estate is complete.

For businesses there are basically two options. One, the cost to move to an alternate location. Or, if no alternative location is available, what is known as an "in lieu payment", a payment for going out of business. That payment is based upon the net income reported on your income tax of the two preceding calendar years. However, you would not receive less than $2,500 nor more than $10,000. That part is subject to review, incidentally.

The time allotted for acquisition of the needed right of way will be sufficient for our appraisal, negotiation and the relocation of any affected parties, whether they be businesses or residential. A typical approach is to offer to acquire occupied properties first because of the relocation difficulty.

The individual property owner must be allowed possession of that property 30 days after they have received payment for it, if you are a owner-occupant. Residents will not be required to move without 90 days prior notice. Typically, at the start of the negotiation process we give a 90-day notice and then you have 30 days after receiving the money.

In this location alternate housing for those residents displaced is apparently readily available. Yesterday's WORLD in Coos Bay listed 31 residences for sale in the price range of the dwellings that would be purchased. Ninety seven rentals were listed also as available.

The acquisition process is always conducted without consideration of race, color, religion, sex or national origin. This is in accordance with the U. S. Department of Transportation Order 5620.1, copies of which can be available to you. The same is true of the relocation program.

This particular project will require the purchase of some properties for any of the build alternates, and these vary somewhat. For Alternate 1, three parcels. The projected acquisition time would be 5 months. No relocations.

For Alternates 2, 2A and 4, eight parcels would be required. The acquisition time, probably 10 months.

For Alternate No. 3, twenty-three parcels and for that we would ask 15 months as our acquisition period.

My job in this particular project will be to supervise the acquisition of right of way and see to it that we do so in a manner that conforms with the applicable statutes, regulations and the general concept and just compensation to all parties involved. The system is set up to protect the individual property owner. I think I can say without correction that the Oregon Highway Division does indeed compensate adequately for the properties that are acquired.

If you have any questions about the right-of-way acquisition, while it is either in process or still in the design stage, my name is Neil Flanagan and my mailing address is 1058 West Harvard, Roseburg, 97470. My telephone number - 440-3383. Thank you. (Copies of the leaflets mentioned in presentation are available at 1058 W. Harvard, Roseburg.)

MR. SHIRLEY: Thank you, Neil. I will now ask Kathy to briefly describe the environmental impacts of the proposal. Kathy.

MS. KATHERINE KUBICK: Good evening. Our section, the Environmental Section of the Oregon Department of Transportation, prepared the Draft Environmental Impact Statement. I hope you picked one up at the front counter when you came in if you would like to look at it. The Environmental Impact Statement contains a study of the project and the impacts it would have on the physical and human environment of the area.

As previously discussed, the proposal is to replace the Highway 101 bridge across Coalbank Slough with a safer, slightly wider bridge. The existing bridge is a double-leaf bascule drawspan built in 1941. It has been opened only 8 times and has not been opened since 1955. The drawspan mechanism, pilings, decking, and piers have deteriorated over time. Repair work has had to be done continuously to make it safe for traffic but replacement of the bridge is needed.

Several locations for the new bridge were initially looked at, including crossings upstream. Three upstream alternatives are shown in Figure 4 of the Draft Impact Environmental Statement. That's on Page II-2. One would cut across the hillside to Millington, down this way, another through the wetland by the radio station, and another would use Southwest Boulevard and Shinglehouse Slough Road. These would divert traffic through other parts of the city, drastically impacting the natural environment, result in longer trips for those traveling between Coos Bay and Eastside, and the cost for construction alone would exceed 10 million dollars. It was concluded that a route nearer the existing bridge would be preferable.

As previously discussed by Mr. Morrison, the possibilities were narrowed down to 5 Build Alternatives and the No-Build Alternative as shown on the hearing map up here and you can follow along on this map - we have it in the front. Alternatives 1 and 2 are bascule bridges having a vertical clearance of 13 feet at mean highwater in the closed position. Alternatives 2A, 3 and 4 are fixed spans that have 13, 35, and 20 feet of clearance at mean highwater respectively. Alternative 2A would be the least expensive at 3.7 million dollars, with Alternatives 4, 1, 2, and 3 increasingly expensive. Alternative 3 would cost 7.1 million dollars.

Alternative 1 would be on the same site as the existing bridge but it would need a detour structure to be built to the north to carry the traffic during construction. Only some temporary right-of-way acquisition would be needed for the detour structure.

Alternative 2 would be slightly to the north of the existing bridge. The existing bridge would be used during construction so no detour is needed. It would, however, require some permanent right-of-way acquisition, including 2 homes and 3 businesses.

Alternatives 2A and 4 would be on the same alignment as Alternative 2 and would have the same right of way requirements. These, however, would be fixed spans with 13 and 20 feet of vertical clearance at mean highwater respectively.

Alternative 3 would be further north of the existing bridge. More right of way would be required, including displacement of 6 houses and 9 businesses. It would have a clearance of 35 feet at mean highwater.

Alternative 5 is the No-Build Alternative where the existing bridge and approaches would be retained. It is now essentially a fixed span with 13.1 feet of vertical clearance. Much maintenance work would be required to provide for safe use by road traffic, and there is a possibility that weight limits may need to be imposed in the future.

During construction of any of the build alternatives, there would be initial devegetation, noise, and air pollution. Embankment material, aggregate, and asphaltic concrete materials and energy would be used in the construction. Pier and piling placement and erosion may cause some water turbidity and quality and may disturb aquatic organisms. Removal of the old bridge (and removal of the detour bridge with Alternative 1) may also increase the turbidity.

The build alternatives would displace a small amount of wetlands and a small amount of the floodplain. With Alternatives 2, 2A, 3, and 4 some houses and businesses would be displaced. Mr. Flanagan has briefly gone over the reimbursement for moving expenses and other costs that these people would receive.

With all alternatives, some houses would be impacted by highway noise. The build alternatives would include a wider bridge and approaches - it would be 60 feet curb to curb rather than 50 feet - and thus there would be some more rainfall runoff.

The build alternatives would provide a stronger and safer bridge. However, the bascule bridges (Alternatives 1 and 2) would disrupt road traffic when they were opened. It has been estimated that traffic would be backed up through the Coos Bay couplet and into Eastside if the bascule was opened during a heavy traffic hour. The bascule bridges would allow taller boats to enter the slough, whereas the fixed span bridges have a fixed vertical clearance. However, there are other limitations to boat travel in the slough such as the shallow depth of the water, the narrow width of the slough, and the presence of the railroad bridge downstream.

Upstream development of Coalbank Slough will be regulated in conformance with local land use plans and the Estuary Management Plan. A new bridge would provide satisfactory traffic service for at least 20 years. Air pollution emissions would decrease in future years with all alternatives as a result of the Federal vehicle emission controls.

Well, that's a summary of the impacts of the bridge alternatives and there is plenty more information in the document, so those of you who have not seen it yet, I encourage you to pick up a copy, and as Mr. Shirley said, you have 10 more days from the date of this hearing to make any additional comments on the EIS.

MR. SHIRLEY: Thank you, Kathy. Now we are down to the point and the primary reason for being here tonight. The most important part of the meeting and that is your people's input into the proposals.

If you are going to make a statement I ask you to come to the podium, the microphone is there and after you do that it will make a much better recording and have a much more clearer and concise transcript.

I'll call the names on the cards in which I received them. The first card I have is from Douglas Hilyard. Mr. Hilyard. Please state your name when you come and who you represent, please.

MR. DOUGLAS W. HILYARD: Thank you, Mr. Shirley. My name is Douglas Hilyard and I represent the City of Coos Bay. I am City Manager.

The City Council and the Planning Commission have reviewed and discussed the alternate plans at their last previous meetings on the replacement of this bridge. It is the recommendation of both the governing body and the Planning Commission that the favorite Alternative is Number 1 (that is the low level, movable span at the current bridge location).

In preferring Alternative 1, the Council and the Commission have reaffirmed their position in support of the marine development of Coalbank Slough. But, also, Alternative 1 has the least dislocation impacts on homes and businesses and least impinges upon the commercial zone developable property in the area.

A copy of the Council minutes is attached to the letter which I will leave with you. The Planning Commission minutes have previously been sent to you and you should be in receipt of those.

One final note is that we ask that whether you choose Alternative 1 or another alternative in your final decision making, that you insure that the bridge replacement conforms and is compatible with the 101 couplet that is proposed to be extended in this area. Thank you. (See end of transcript for letter from City and Council minutes.)

MR. SHIRLEY: Thank you, Mr. Hilyard. The next card I have is for Len Farr. Mr. Farr.

MR. LEONARD C. FARR: My name is Leonard C. Farr. I live in Coos Bay. I am Secretary of the Coalbank Slough Bridge Advisory Committee.

This Committee was formed in June of 1975. The members consisted of at that time Mrs. Bernice Chalmers of Eastside, Mr. Karl Elfving of Coos Bay, Mr. Leonard C. Farr of Coos Bay, Mr. Arlan Fischer of Coos Bay, Mr. Gary Hoeger of Coos Bay, Mrs. Ann Montgomery of Coos Bay and Mr. Les Streeter of Coos Bay. Subsequent to this time, Mr. Elfving resigned his membership of the Committee.

My purpose tonight is to remind you or to notify you that at a meeting called by the Chairman, Arlan Fischer, on November 5, 1979, the members of the Committee voted to recommend a continuation of consideration for Proposals 1 and 2. And I would like to give you, as a matter of record, a copy of those minutes. (See end of transcript for minutes.)

MR. SHIRLEY: Thank you, Mr. Farr. The next card I have is Crystal Shoji and you do not indicate whether you wish to make a statement. Do you wish to?

MS. CRYSTAL SHOJI: I do not wish to speak.

MR. SHIRLEY: Thank you. Alan Rumbaugh.

MR. ALAN E. RUMBAUGH: My name is Alan Rumbaugh. I am from the County Planning Department and I am representing the Coos County Board of Commissioners.

The Board of Commissioners met on January 29th and discussed the EIS with the Planning Director, who could not be here tonight. The Board has not prepared a written statement, but will submit one within the 10-day period.

The Board has several concerns they wanted to be expressed tonight. They are concerned about the integrity of the Evans Wood Products site and are concerned that any proposal should take into consideration how much of that site would have to be removed or bought for right of way purposes.

They are concerned that the decisions regarding which bridge should be used should be based on more information than appears to be provided in the EIS currently. Specifically, the kind of vessels that would be traveling in Coalbank Slough haven't been discussed in detail as far as we can tell in the EIS. We would hope that the Final EIS would provide a little bit more information about that.

In the same regard, the Coos Bay Estuary Plan, which is now in the draft stage, perhaps needs to be more specific in what sorts of vessels and what sort of traffic is expected. But the draft Estuary Plan does set the stage for further development of Coalbank Slough.

The Board, lastly, was concerned that there may not have been a thorough explanation of the possible rerouting of Highway 101 or in regard to that, that there wasn't perhaps consideration of very long-range planning since the Board is concerned that perhaps 101, sometime in the future, may have to be rerouted around parts of Coos Bay-North Bend and has consideration been made whether this bridge ties in with eventual possible reroute of 101, and the Board did not see that in the EIS. They hope that perhaps the Final EIS can address that to some degree.

Lastly, the Board was concerned that whatever alternative was chosen, and the Board won't recommend one tonight but will in its written statement I assume, that whatever alternative is chosen would be the one that is most cost effective, would have the least amount of traffic impacts and would also represent the least possible dislocation of residents assuming those first two conditions are met. Thank you.

MR. SHIRLEY: Thank you, Mr. Rumbaugh. Richard Menzenberg.

MR. RICHARD MENZENBERG: I am Dick Menzenberg and I have properties in the area and I would like to make a recommendation. I would prefer a fixed span - a low fixed span but as a substitute I think that Alternate No. 1 would serve the purpose better. One of the things that you people have to decide is what growth is going to occur at Coalbank Slough and I would hate to be in your position. But I think the least impact in the future and on the properties around, I think that you would seriously have to go with Alternate No. 1.

I took the time today to call the State Division of Lands and the Corps of Engineers and at this time there has been no request for a permit for dredging or for bulkhead or any work in that area, so I think that should be a consideration of your Department when they make that.

Because of the high price of commercial properties, I still favor at least the Alternate No. 1. Thank you.

MR. SHIRLEY: Thank you, Mr. Menzenberg. Larry Hink.

MR. LARRY HINK: My name is Larry Hink. I am a real estate broker and I am representing the Coos County Board of Realtors.

We have some concerns relative to the inventory of land that we have in the local area for commercial and industrial development. I have read quite a bit in the paper and talked to some planners that we might not have enough for the future, so we're concerned about the impact of these projects on specifically the properties like the Evans mill site.

In the City of Coos Bay I know of very little property that is similar to that that is suitable for development. When we have a high degree of unemployment in our area, I think it's very important that we consider future industrial and commercial development in the area.

I also had a question for Mr. Flanagan. I believe you said as far as Alternative 1 is concerned, that it would involve the purchase by the Highway Department of three parcels. Is that a purchase or with that temporary span are you talking about an easement there? Temporary easement.

MR. FLANAGAN: I tend to mix acquisition of all categories with purchase. In actuality one of the parcels would be very likely a temporary easement. And that would be the Evans property site.

MR. HINK: That would be Alternative 1? That clarifies that. The other concern that I have, it looks as though in studying these that Alternative 1 is the only one that addresses the intertie with the 101 couplet. Is that right? It looks to me like the rest of them skip the access there except for one. Am I correct or not?

MR. SHIRLEY: If you want to take a few minutes after the meeting we'll show you. Most of them make it possible to extend the couplet with very little problem.

MR. HINK: Okay. Fine. Thank you.

MR. SHIRLEY: Thank you, Mr. Hink. I have a name - Anliker, somebody didn't indicate whether you wish to make a statement?

MS. ANLIKER: No.

MR. SHIRLEY: Mary Summerfield. (no response) Les Streeter. Do you wish to make a statement?

MR. LES STREETER: No, not at this time.

MR. SHIRLEY: Scott West.

MR. SCOTT WEST: No thanks.

MR. SHIRLEY: Minnie Willett. I hope I pronounced that right. (no response) Larry Gene Moore.

MR. LARRY GENE MOORE: Yes. My name is Larry Gene Moore. I represent myself, my kids, my grandkids, whichever - and in the long time to come. But looking at your plans and looking at the photos of your aerial photos that were taken in 1974 and 1975 and your bridge plans and spans and such, your Alternative 1 does have its possibilities towards economics and all of that, but then again if the Federal Government is going to be paying 80% of our construction costs at this time, which it probably will never happen again, and also at the present costs and rates with inflation going at its overrunning phase - we want to decide whether the funds spent on this bridge at this time is - I mean are we just going to bottleneck it into one thing or another - bottleneck it right into Coos Bay when - another gentleman here stated earlier that the rerouting of 101 around the bay might be another feasible system. But nobody has even mentioned the fact that making a similar bascule span bridge to the south just tying in where there is only one business that would be hampered by it and no residents be hampered by it for the same, instead of having at the most nine businesses and maybe as many as 30 residents according to your statement - Environmental Impact Statement.

Another thing, too, is in the Environmental Impact Statement, that I believe there is something stated about the oxygen levels of the Coalbank Slough itself being so high that some fish such as the Striped Bass and others are not coming up into the slough either maybe the water temperature or whatever would cause the oxygen levels to climb I would assume the plant growth of that sort, and if the channel depth of the Coalbank Slough was deepened I assume that more water would keep the waters cooler and the plant growth would subside to a state that would allow more aquatic life and so we at least need an opening, bridge or a structure that would allow some sort of equipment or something of the sort to maintain this Coalbank Slough at a depth for the water temperatures to maintain at an adequate level.

And then also with the channel depth problem there is another complication with the drainage from the pastures and fields. I'm a land owner up there on Coalbank Slough. I have about 2200 feet of frontage along Coalbank Slough on the upper end, and I do have water drainage problems. The main problem is that the slough itself is a - maybe only at the present time - is maybe 2½ to 3 feet of water depth at zero tide - that's causing no drainage at all and if I ask for a dredge to come in with a barge - a bucket dredge on a barge is the only way you could get it up there. And another thing also is that the - an opening span structure would also be a real asset if the coal in the area was going to become to - was going to be used cause barging even if you just barged out the two dock facilities would be a lot easier - on the city streets and on and on by barging out of the Coalbank area like they did years ago to this other facility.

And I just want all alternatives looked at before, before something of a - somebody was asking for a fixed span which in itself would just be a hindrance to all concerned over the project in years to come. Thank you.

MR. SHIRLEY: Thank you, Mr. Moore. Harry Davis.

MR. HARRY C. DAVIS: My name is Harry Davis. I am a property owner in the area. In looking at this on Alternate 1 I haven't heard anybody say anything about a fixed span on number 1. Now since the 13 foot high there we also have a railroad bridge down here that don't open. We haven't opened this bridge in 30 years. This would be no traffic problem to open - I agree - than a fixed span bridge. Now compared to 4, you are only giving up 7 feet of height, if a fixed span was in Alternate 1.

Otherwise, I am for Alternate 1 except for the factor that during this 2½ years of construction, the businesses in this area are really going to be affected by the construction - where they are going to be blocked in - several of us on each end.

But, I am wondering why a study couldn't be made on a fixed span for Alternate 1. I am sure a fixed bridge would probably be a million dollars less than this Alternate 1 now. And we also wouldn't have to maintain the fixed bridge as much and also not pay for having to open and close it. This is going to cost a lot of money. That's my comment.

MR. SHIRLEY: Thank you, Mr. Davis. All comments will be considered and studied as a part of the decision process as to what the recommendation will be. Gene Melton.

MR. GENE MELTON: Yes. I am Gene Melton from Eastside, representing myself. We have talked about 5 different alternates tonight, but I've got one other alternate probably no one has ever even talked about or even wants to hear about. Instead of replacing the bridge, why don't we just take some precast slabs and put them on the bridge where we are at now. It would be a lot cheaper than what we are talking about with a three million dollar bridge there. They said the bridge hasn't been opened since 1955. Well I think we'd probably get by with another 26 years without worrying about opening the bridge.

I can't really see where we need a throw bridge from that area there. You talk about a marina going in there. I don't know if you ever thought about how many millions of dollars it would even take to dredge out that slough to support a marina. With all the work that would be involved with it, I don't think the State would ever let us think about that anyway because it might kill a bug or two, so I doubt very seriously if we'd ever take any money that the Federal Government and the State says we can use for this bridge and build us a new bridge or repair the one we've got - maybe use that additional money in the boat basin we've already got at Charleston - which they don't like to hear that kind of talk anyway.

But I just can't see that we should waste that kind of money on a pipe dream of putting in a marina in Englewood or any other place like where it's unsupported, you can't get to it - it don't make good sense. So I would like to have number one supported, or the alternate just planking a slab in there and if that don't work, we can try number 1, that's the best way we got anyway.

MR. SHIRLEY: Thank you, Mr. Melton. Richard Kahanek.

MR. RICHARD KAHANEK: Thank you Mr. Shirley. Richard Kahanek representing the Oregon State Department of Economic Development. Our Department, as you know, is already on record as supporting a high level span crossing Coalbank Slough. This position paper that was taken was based essentially on early studies, early discussions which took place back, probably July of 1974.

At that particular time, then Mayor Robert Hale and others with the administration at that time took the stand that it was very important that the bridge be tied into any one-way couplet which was envisioned in an alignment of Highway 101 going then northerly up First Street, at that time then tying and going through what is now the train depot and then tying into the existing one-way segment north.

The feeling also at that time was, through a series of hearings with your Department and others, that any bascule span would be (1) very expensive and secondly, would create horrendous traffic problems particularly if those openings took place at times during the Summertime, we'd have traffic backed up clear into downtown areas which would require long periods of time to correct, or to alleviate.

The stand that was taken from the Department of Economic Development was that in all probability the development of Coalbank Slough will indeed take place. The Department believes without any question that sooner or later this, as it now stands, is probably one of the last viable waterways for development for economic diversification for the Eastside-Coos Bay-North Bend bay area than probably any place in the State of Oregon much less Southern Washington or even in California. It is a viable, developable waterway and, of course, the various marine agencies have determined that, as this gentleman who has spoken previously, that anything under probably 20 feet is probably not acceptable because it is a navigable waterway anyway.

The Department, therefore, took its stand based on those hearings and those discussions in 1974, 75 and 76 in the belief that a higher level span would provide for the eventual development of Coalbank Slough, would eliminate the problems with the bascule type structure and would also enable future development of the one-way couplet to take place.

The Department, therefore, continues its stand as supporting a higher level span but would also be in support of a span between 20 feet and 35 feet if that was the most economical way to go. Thank you.

MR. SHIRLEY: Thank you, Mr. Kahanek. James Ellis.

MR. JAMES M. ELLIS: I will refrain from speaking at this time.

MR. SHIRLEY: Thank you, Mr. Ellis. Fred Anthony. Do you wish to comment?

MR. FRED S. ANTHONY: Yes. I have a big map back here. I would like permission to put it up on the board.

MR. SHIRLEY: Would you state your name and who you represent?

MR. ANTHONY: Fred Anthony. I'm representing myself.

MR. SHIRLEY: As a way of introducing you, Mr. Anthony, he has placed an exhibit map on the board which I presume is to show a route proposal which he thinks should be considered. Is that right, Mr. Anthony?

MR. ANTHONY: That's right. I wasn't satisfied with any of the plans that had come up. I am a property owner in the area. We used to have boat dock, ways and sawmill at Coalbank.

That bridge was built in '41 and actually in about '44 it was almost unusable then. It caused us any amount of trouble. The Highway Commission deliberately stalled us when we wanted it open - the trained crews - at first, you could get the bridge open in 30 minutes, then an hour, then it went to four hours, then it was days, weeks and months, you know.

So after you get stalled a few times it just wasn't worthwhile for us to fight the hassle when we'd rig the boat so we could take the mast down, get them through and we spent most of our time then tying our boats up at the public dock down in Coos Bay, which there is very little public dock any more. There used to be over a thousand probably 1500 foot of dock down there that could be used. But we had to drive and to haul everything out there in place of using our own docks.

I would like to rebuild our docks up Coalbank but they haven't been there now for - since at least about 1960, last boat we rigged up and launched there. The Coalbank Slough inlet is, like Mr. Kahanek said, the only one big area in the bay for a good marina. Karl Elfving has been planning a marina there for years and there is nothing you can do - you can't do nothing until that bridge is fixed.

The train bridge, although they don't like to, if you've got very much marine traffic, they would just leave it open and close it when they need to use it. Now, we're talking you know a few years down the line when we talk about cost and trying to get by cheaply. All the plans I looked at that they had come up with were most of them, if they made a drawbridge, that's 25 years behind time, 30 years behind time because it was - started blocking marine traffic. If that thing starts opening - and marine traffic has precedence over automobile traffic. You put a low quick opening bridge here - it might be quick opening but a kid with a raft can make them open it in traffic hour and when you get marinas going up there on weekends - good weekends it would have to be opened - whether it be 5 or 6 times or 40 times a day, it's really hard to say on that.

That alternate there I just sketched out something. I like to do a little planning. I have talked to Karl Elfving quite a bit and he has made quite a study on bridges in California and Washington, and they speak of 65-70 foot at mean low water which means about 55-56 at mean highwater. So that's what I put on there. That's - naturally something like that is three or four times more expensive than what you are looking at, but it is not a 4 to 7 million dollar mistake.

This here is an alternate on the way that the highway should be planned, it would be through traffic. It can be - it could be designed very easily so there could be a truck lane specially going north without a stop light. You could have the underpasses under both ends of the bridge there. Where I've put in those little "x's" that's where the traffic lights are now. You can see where rebuilding - redesigning that highway through there would relieve the tremendous traffic pressure that is building up now. The traffic count now, I believe Frank said is 33,000 per day average. In ten years time, we would be looking at least 45,000 and maybe 55,000 traffic count - to have a bridge that would open with a traffic count like that would be - I don't know, just kind of unthinkable.

I don't know, coming into the bay area from the south is just dead, it's blah. If you can come in on a level and look over the bay - look over the city you'll get a pleasant view of it. But coming at a higher level span there, it looks like we are taking a big chunk of ground but quite a bit of that would be high enough that there would be parking underneath that. So you are not losing that.

The traffic routing like going to Eastside, you could switch off an underpass there on a couple of different locations so you wouldn't have to cross traffic - you wouldn't be fighting that traffic.

Under the present plan and under the new highway construction - Federal highway construction - the highways have to be designed to be energy efficient. And I think it is pretty obvious there that there is saving approximately two blocks plus stopping at all those lights, and when you think about how many chip trucks and logging trucks come through town and if this coal situation goes through, we'll probably - the coal trucks will probably be many more than the chip trucks. There's a tremendous difference in energy. We need a better route through town. It's getting - part of our route now is reaching about its maximum.

This mention of the impact study - that there is just what I am trying to make a point of is the impact on the bridge that don't work right. I can get by with the quick opening bridge with the boats but how does the traffic get by. How would a person like to be late to work a few times here or late getting home. Everything in town blocked. There would be a big impact on business, but this has happened other places. It's just when the alternates go in other towns - you can be darn sure that if this situation was in the Multnomah County they wouldn't consider any half-way quarter-way measure, they would try to do the job right.

One of the gentlemen a minute ago mentioned marine life up there. The slough has been silting in in the last few years. Since I was - I was raised over there as a boy and the slough was fairly deep and navigable at that time. See that was called Coalbank Slough because the sailing ships used to go up there. It was fairly deep at that time and has been silting in, and since the bridge loused up - there has been no heavy traffic up there - the heavy boat traffic stirs up the bottom and that silt goes out. It's filled in in front of our place between 3 to 5 feet of silt. We never had any trouble with low water with our tugs up there. We'd swing a tug around with no problem but I don't know if you want to take a tug with 5 foot of draft up there now with low water, I don't think you could make it. But that would have to be dredged with what - the trash in there - it used to just be just sand in the bottom. Now it's just trash in the bottom that's built up.

I was surprised a minute ago when it was mentioned that it was 80% Federal money and 20% State. I understood the other day that it was 88% Federal money and 12% State.

MR. SHIRLEY: Not under this program. If it was a regular Federal-aid primary project, it would be 88 and 12. But the Highway Bridge Replacement Program which this is proposed to be funded under is an 80%-20% program.

MR. ANTHONY: On my rerouting problem there, there would probably be half of that cost would be just a rerouting and not a bridge. Now, where I designed - I just sketch that out there, that isn't wiping out an awful lot. There is some older homes and a trailer court and a bankrupt service station right in Bunker Hill there. It goes over the Evans Products - the old ground in there. That's all vacant at this time, and with the high level that would be parking underneath it. So it's not destroying that. It would be in the warehouse area there and the railroad tracks, there would be a problem of switching and moving those around. And that's about all.

But you can see the advantages of that route, savings - long run savings - because the way I look at the other plans it's just a big mistake that will just get worse and worse as time goes on. And those bridges and traffic patterns and new highways are supposed to be designed at least 20 years in advance. What do you get out of designing something or putting in something that is 25 years behind time.

We're in a depressed area and I believe to let that Coalbank Slough build up with marinas in a new area in there is what really part of the bay area needs. Thank you.

MR. SHIRLEY: May I ask you several questions, Mr. Anthony?

MR. ANTHONY: Sure.

MR. SHIRLEY: How long a structure are you talking about?

MR. ANTHONY: That would be up to the highway engineers. It would be -

MR. SHIRLEY: How high a level - how much clearance are you proposing -

MR. ANTHONY: I'm just putting down there approximately 55-foot clearance. Now on 55 - the reason I've come up with this is following what Karl has made in his studies. If you go down to the boat basin and look at the small fishing boats, their masts are up there about 30 - 35 foot high. The larger fishing boats would be up around 45 foot high. But your sailboats, they're the problem, they're up there - some of those go up to about 55 foot. But in most of your dredges if you want to bring them in, or piledrivers, they're up there around 45 or 50 foot and there would have to be piling driven. There used to be on my side up there 2 or 300 piling in there and a lot of those stubs need to be pulled. They have all rotted off now - they were cedar piling - they didn't contaminate anything but cedar doesn't last forever. They are still under the ground there and there is still a lot of good wood in them, but I didn't want to drive probably about 30 new piling up in there just to replace the ones that were there for our docks and moorage.

What Karl - he's planning on dredging up there which would make a lot more runoff in water - a lot more tidal flow. And this is one thing that's happened up there since I was a kid. There has been some more tide gates put in and it's stopped the tremendous amount of the tidal flow in that area, so it don't have the current it used to.

One thing that I was wanting to do in my marina and I think some of you that's been around some of the nice boat basins, is a lot of people like to live in boathouses or have a nice yacht-type of a boat and live aboard that boat. They don't like it down in the Charleston area at that boat basin, they would rather have something in close to town so if they don't have an automobile they can walk in and out of town.

We don't have the dock moorage in Coos Bay any more but here 20 years ago it was just well say 30 - 40 years ago - the established thing in Wintertime anybody with a decent boat in the Charleston-Empire area even North Bend, would bring them up to Coos Bay to moor at Coos Bay because there was enough fresh water up in that area to kill the bugs that eat, - marine bugs. There was enough fresh water in the Wintertime that would clean the bottom of the boats. And this is something we don't have in the upper bay anymore. And our Coalbank Slough area is just a natural.

There was about 12 to 15 docks along the slough when I was a kid and everybody had boats, pretty good boats. When the Highway Department and the Union Pacific - Southern Pacific started giving us such a bad time on those bridges to get anything open, it was okay as long as Evans Products was there and their boats was in all the time but once they left well then it was just too miserable for us to fight any more.

MR. SHIRLEY: Thank you, Mr. Anthony. May we keep your map as a part of the record? (Map on file in Commission's files, Salem.)

MR. ANTHONY: Yes. I'd like to leave it up for a while some place so other people in the bay area will get a better idea - or a different idea of what could be done. Thank you.

MR. SHIRLEY: Thank you. Roger Gould.

MR. ROGER GOULD: I am Roger Gould. My business office address is 243 West Commercial in Coos Bay, Oregon. I am an attorney in town representing the contract purchasers of the property on the west and the north side of the slough and the highway - the Evans mill site and I also am speaking for one of the property owners that's on the east side of the slough to the north of the existing roadway.

The Highway Department is faced with the decision, as you obviously can tell by now and I am sure are already aware, has several different factors that weigh on your decision on which of the alternatives to select. I've heard the concern about the Evans site property as being some of the last, if not the last, major developable commercial property in the Coos Bay area, if not the - the bay area along 101.

You've heard the concerns about Mr. Elfving's plans and Mr. Anthony's plans now for a potential development of the slough itself as a commercial enterprise. You've heard the City's concerns about the one-way couplet on First Street which has been in the city plan for a number of years and still is a primary - priority to the city even though funding has now been lost for that at this time. You are also aware of the cost concerns for all of the various proposals that have been before you. Some of them you have already eliminated because of the exorbitant cost that would be required leaving the ones that we now have before us.

I think that with all these concerns, there is some validity to all of them - sufficient that perhaps a compromise solution is the best possible solution for everyone concerned. From the standpoint of my clients and those that I've talked to and a lot of people you've heard speak this evening so far, think Alternative 1 is perhaps the best alternative. It provides a bridge that will open to allow free navigation on a Federal navigable waterway which Federal law, as Mr. Elfving has so clearly pointed out to all of us, must be left open for navigation. It would take the least amount of property of all of the alternatives, not counting Alternative 5 of course, and it would also maintain that current radius of the corner on Highway 101 before it starts heading directly north into downtown Coos Bay.

One thing that hasn't been mentioned yet this evening is that the other alternatives that move the right of way to the north, either 145 to 175 feet, would sharpen that corner making that a somewhat less desirable corner for traffic safety considerations and it would also increase, I think, the difficulty of lining up with the one-way couplet. At least it would make it more difficult, I believe, than would be experienced if the right of way is left where it is now, and then eventually go in with a lead off into a one-way couplet. So I think the current right of way solves that problem better than any, has less impact on the property and replacing the bridge with a quick open span right where it is now also leaves that waterway open. You've heard all on that.

A couple of more particular concerns. First of all in your EIS there is a comment in there that the Evans mill site property is within the 100-year flood plain. That is contrary to the 100-year flood plain map that is posted on the wall of the Coos Bay Planning Department right now, showing that specific piece of property with its current elevation to be above the 100-year flood plain, not within the area of that designation. The property all around it is within it, but that specific finger or peninsula of the property is not out - is not in the the flood plain, and that has a bearing on the developable potential of the property, of course.

Another concern is that if you go with Alternative No. 1, this is of concern to both of my clients in this matter, is the detour structure that you would be creating to detour the property around the current location where you would be replacing that bridge. A primary concern to my client that owns property on the east side of the slough is that he would probably would be - probably would be totally eliminating his access to Highway 101 - direct access.

And of concern to my clients on the west side of the slough is that you would be creating a use of the property at some point in time in the future that would hinder immediate or near future development of the property closer to Highway 101.

I know that I have seen some of the plans that have been developed prior to these that we have been shown this evening and I do remember seeing a detour bridge that was to the south of Highway 101 instead of the north coming in closer to the Automotive Electric property and around that way. And I would hope that that could still be pursued as a potential if you go with Alternative No. 1 because the impact on all of the properties to the east of the slough, I think, would be less if you would go with a detour bridge on that side of the current right of way instead of the north side.

Another concern is that this is in the current Six Year Plan. That doesn't mean it's going to be constructed within this current Six Year Plan, although I suspect the probabilities are relatively high, at least higher than the last two Six Year Plans that have not seen it built yet.

If you go with Alternative No. 1 and the potential of the detour bridge some day being created that's going to impact that Evans mill site property and it does not be constructed in two years or three years from now, and in fact not within this Six Year Plan at all, who knows if it ever will be constructed within the immediate future, that will seriously hinder the development of my client's property. And, therefore, again I would request that you consider as an alternative the detour bridge to the south.

But I think when you consider all of the various factors that you have been listening to and that you do have to consider Alternative 1 by far is better than any of the others because it goes further towards meeting everybody's concerns. If you decide not to go with the current right of way, I would suggest that Alternative 2 is probably the best of the others that are available. Alternative 3 takes too much of the property, I believe, sharpens that corner too much and is - has too great an impact on surrounding businesses and residences. Alternative 2A is a low level 13-foot bridge that does not open, I don't think the Federal folks would be too happy if you created a new bridge like that. And Alternative 4 has too great an impact, I feel, with the grade changes for the approaches to the bridge, also having greater impact on the properties. So 1 as the best alternative, 2 as the second best.

MR. SHIRLEY: Thank you, Mr. Gould. Marvin Waring.

MR. MARVIN WARING: I'm Marvin Waring. I'm an attorney from North Bend. I'm here representing George Lindsay who is a property owner along Coalbank Slough to the south of the existing highway.

Mr. Lindsay, as a property owner along there, has been planning a development of a marina for a long period of time and is, like other property owners along there, looking forward to the development of a new bridge here that will again provide access as it has been in the past for boats up Coalbank Slough.

As we have been reminded many times tonight, this is in fact a navigable stream - a navigable waterway and access does need to be provided with whatever bridge is adopted. The access, of course, is a key to the actual growth to this area, is a key to the future development of the site. Again, I don't really mean to rehash it too much because it has been adequately covered by several other people that have spoken tonight. But this area is in fact going to be developed, and it is going to be developed with marine-related uses.

The Draft Estuary Plan contemplates that, the Intergovernmental Task Force recommendations contemplate that, the Division of State Land says - indicated that it agrees with that, Mr. Lindsay, as a matter of fact, has obtained a tentative or full approval from every agency but one that has jurisdiction over this type of development. So the progress is being made, and it is going to be developed.

Now, the impact on the highway traffic that the bridge design has combined with this development of Coalbank Slough is, I think, probably the most important balancing act that the Highway Division is going to have to perform in deciding what bridge to build. If we are going to agree with the assumption that there is going to be development in Coalbank Slough, which I assure you that there will be, then we need to design and build a bridge that will accommodate that marine development with as little disruption to traffic as possible.

Everybody that's in this room that is from the local area has driven in and out of Charleston many times and has had to wait during the Summertime for the bridge to open while a few boats that moor upstream from the Charleston bridge go through. There is not a substantial amount of marine development upstream, but nevertheless in the Summertime when the boat traffic is heavy, that bridge has to open every half-hour during the daylight hours with substantial interference with traffic, and that highway is substantially lower - has a substantial lower rate of use than this main Highway 101 that we are talking about here. If you can imagine opening this highway every one half-hour with any kind of a low level draw span, it would take nearly a half-hour to untangle the mess and that would just be in time for the span to open again. That is intolerable. I don't think the public will tolerate it and I don't think the Highway Division should even contemplate that.

I have real difficulty in evaluating some of these alternatives that were presented here. Only two of these alternatives provide for any kind of a draw span and they are both at low levels. The high level alternatives and the intermediate level alternatives are fixed spans. Another witness a few minutes ago has talked about the heights of the various types of marine boats that - of various types of boats that might be using this. Sailboats with tall masts, fishing boats, even small fishing boats have 35 and 40-foot masts sometimes holding their trolling poles. All of these boats are boats that very likely would be using the new marinas that are developed up this slough. If we have a fixed span even at the 35-foot level, many of those are going to be unable to use the span without removal of their mast. That again is impractical.

What I believe would make a lot more sense is an alternative that is not even on the board. I think an intermediate span would accomplish the free passage - would allow the free passage of the very large part of the vessels that are going to be using this slough without the necessity of a bridge opening, such as at the 20 or 35-foot level.

MR. SHIRLEY: Excuse me, Sir, by intermediate you mean what?

MR. WARING: By intermediate I mean a 20 or 35-foot type span not the type of span that Mr. Armstrong, I believe it was, proposed in his alternative further to the north. An intermediate span of that height would allow for the safe passage of many boats if it had a bascule-type quick opening drawbridge in it, it would allow for the passage of those other type of taller boats that were using that marina, with again a minimum amount of interruption in traffic. This would not altogether eliminate all interference with traffic, it would cut it down substantially and would allow most traffic to proceed through without opening the span. The low level alternatives that have a draw span opening such as a 13 footer, will allow hardly any boat traffic to pass through without being open and that, I think, is something that is just going to provide entirely too much burden on the traffic pattern.

I think probably for some fairly good reasons that have to do with preserving developable land, the alternative that uses the least land would be the most acceptable. That may well mandate that intermediate type low level bridge at the span height of 20 foot rather than 35 foot be used. But either way, it should have an opening on it. It should be an opening span and it should be higher than the 13 foot by a substantial margin to allow the bulk of the traffic to go through.

Neither Mr. Lindsay nor, excuse me, nor any of the other upstream landowners want to interfere with the business properties that are along the highway there. And the development of that property is also important. Not only is the Coalbank Slough property unique and important to preserve and to foster it's development but all business property in this area is important and we all need to prosper and survive while here. I think the Highway Department has probably a fairly unique opportunity to serve all of those interests here, and serve them all well. Thank you.

MR. SHIRLEY: Thank you, Mr. Waring. Lanny Mix, do you wish to make a statement?

UNIDENTIFIED PERSON: Inaudible.

MR. SHIRLEY: Pardon.

MR. ANTHONY: Should I take that down.

MR. SHIRLEY: I don't think so. Most of the people have a small map in their lap. Okay. The small map is the same thing Mr. Anthony. Mr. Mix did you wish to make a statement?

MR. LANNY R. MIX: No Sir.

MR. SHIRLEY: Thank you. George Lindsay.

MR. GEORGE LINDSAY: I think Mr. Waring has covered mine very amply. I'll decline.

MR. SHIRLEY: Thank you, Mr. Lindsay. Hal Ford.

MR. HAL S. FORD: No.

MR. SHIRLEY: Bill Bouska.

MR. BILL BOUSKA: No comment at this time, thank you.

MR. SHIRLEY: W. L. Morin.

MR. W. L. MORIN: No, thank you.

MR. SHIRLEY: Mr. Elfving. I'm sure you have something to say tonight.

MR. KARL G. ELFVING: Yes, I do. I didn't know I was going to be able to put up my map here. My name is Karl Elfving, 901 S.W. Boulevard, Coos Bay, Oregon, representing my own property and also Aqua Terra Development Corporation and our proposed use and developing the Coalbank Slough.

Now I have 43 items here that I am going to - I'm just going to skim over them and -

MR. SHIRLEY: Mr. Elfving, you can submit in the record and will have just as much weight as if you go through them, but if you wish to go through with them you're welcome to.

MR. ELFVING: We have a lot of people in here that are - I think - are listening to others and getting information and some of them are talking about a low bridge and justifying their views by this, and I am proposing a bridge that is the height clearance that standardizes our harbor and all Oregon harbors with California and Washington. Then you come in with that many proposals and with the evidence I have here, that you are going to have, I hope you keep them in your records, the Coast Guard District in Seattle with all this information and letters that went to their files, they were trying to write to Washington to close this waterway without input which is illegal. So we caught them with nothing in their files, no evidence of anybody that has written these letters and so I have Mr. McCullough, who that bridge was named after in 1939, and we will start right in with him and he was advocating, because people were talking about getting a lower approach and a lower bridge at Coalbank Slough. So he, in this letter, he suggested that it was very unwise and we should have higher bridge.

Also there is some newspaper clippings here and then we will go up to the year 1963. And this is letters I'm not going to read all of these, but these are the letters that we have going to - there's quite a few of them in here - they keep on going from January 16, '63 when I wrote and started telling them I wanted to put a power operated bridge on there - that's when all Hell broke loose.

So now from them on I find the State Highway Department has been playing what I consider games with I and other property owners and the people in this community. And I don't like what I have seen and so I am through playing games myself.

Here I find that in April 25, 1963, wrote a letter to Mr. Forrest Cooper and answering his letters which they were opposed to any mechanized bridges or improving or doing anything so we had to go to the U.S. Army Engineers requesting the status of what you have to do to get a bridge than would open and close when you want it.

And so that was - then we went on to 1964-1965 and then we had a letter from the Court, complete support for my, what I am proposing. Letter to the City of Coos Bay from Mr. Walt Barham. I would like to introduce these but I want to read these from our City Manager and our Port Manager at that time. And this is the kind of action from the State that I don't want and I never want to see it happen again. Because I am not through as far as this is concerned because - when I see what you've come down with today. And I've asked over and over to get the survey from California and Washington to arrive at what are their standardizations. It costs them a lot of money to send a survey out to all the millions of firms, we were one of them. All the Oregon firms, Washington firms, and California firms and they submitted and filled out the forms and from that they standardized with this height which was approximately 70 feet at mean low water, in our area it's about 55 feet from Broadway to the other side of that location.

Now you are standardized and you never have to open and close the bridge. You don't have to interrupt traffic, you have a continuous flow.

But this is a letter I received from Mr. - from the City of Coos Bay. "This is to advise you that we received your proposal for Boat Storage and Maintenance development on South Broadway adjacent to Coalbank Slough. The City of Coos Bay very much needs such a development. We feel that such a project would be a most valuable addition to the other services now offered in the bay. We wish you every success." This was in 1965 in April.

And here is your State Highway Department, Mr. Chandler writing to Mr. Hunter. And you have Mr. Cooper writing to Mr. Kilborn from the Railroad and you have, without me knowing it, asked Mr. Walt Barham, City Manager. I would like to read the letter. In my letter of January 31, which was a report on meetings with the Coos County Court, the City of Coos Bay and Coos Bay Port Commission Manager, I stated that Mr. Barham was very favorable to the closure of the bridge and would recommend approval of that to the City Council. Also that he would notify me by letter when such approval had been secured. I now have Mr. Barham's letter and find that it is a qualified approval. Can I submit these for you to keep them. (Copy of letters on file in Commission's files, Salem.)

On one hand you tell me to go ahead, have pilings, engineering, put the streets in, about 42 lots. In all sincerity putting the water mains in and then I didn't know this was going on until about a year ago when I went to your office and they were kind enough to make some photocopies for me. I didn't steal them.

Now, this is from Mr. Ernest Payne, April 29, 1965. "The Port of Coos Bay Commission has instructed me to advise you of their complete support in your proposed development of a marina and attendant service facilities in the Coalbank Slough area. The Commissioners concur there is an immediate need for facilities such as you plan to construct to serve both the local people and accommodate the ever-increasing boating fraternity. The Port Commissioners extend their best wishes for success in the development of your project. Very truly yours, Mr. Ernest Payne, Harbormaster."

This letter is from Mr. Cooper, copies going to Porter, Wolfe, Hunter, Merchant and Chandler. It reads, "Your letter," I won't read any more. This is to me too many of them I will just talk to rest of them. "Your letter of January 28 advised us that additional time will be required by the Southern Pacific Company to assemble data and information substantiating your request for the closure of the Coalbank Slough Drawbridge at Coos Bay to navigation, before filing a request with the U. S. Corps of Engineers for its closure. They were needing more time. On January 26, Mr. L. R. Chandler, Division Engineer, met with the Coos County Court, Mr. Walt Barham, City Manager of Coos Bay and Mr. Ernest Payne, Manager of the Port of Coos Bay, to request their aid and support for its closure."

Now I've written to the U.S. Government and asked what is the procedure to change the status of a navigable waterway like this. And they said it is not the problem of State, the Federal Government, it is the Port Commission. Local interest should be initiating it. If you people had done this and it bothers me now I found you've done this, I feel I've wasted a lot of time and I'm almost 62. I can retire pretty soon. But you do destroy the opportunity for someone on this bay and other places maybe on the Oregon Coast. I am going to help try to stop this.

Here's more letters, on this we'll read out. Our correspondence is from 1965. This is a letter from the Port to the - here is a whole list of letters, January 26, '66, and these are letters of support for my proposal either from our City - this is from - we used to have this - State Governor's Ombudsman and this is a letter from our Governor McCall, from the City Planning Department written by Andy Nasburg, copies going to Coast Guard, Fish Commission, State Game, State Land Board, Oregon State Highway Commission, Coos County Planning Commission and concerned about closing this waterway.

Now Captain Webb of the Coast Guard signed this but I talked to Mr. Shields of the Coast Guard requesting that closure that we didn't know about. And that was when they were driving pilings in the center of our channel, 18 of them. And they said we've got Coast Guard approval to drive these piling. The Coast Guard has approval of bridges and lines above the water but the U. S. Engineers are the ones as far as blocking navigation below the water. Those pilings are supposed to be completely removed, you still have not removed them, they're down there at the mud line. Violations of Federal law.

Then we have the General Telephone asking for power lines, I mean telephone lines on Broadway where I have property. And when they requested this - they were going for - going underneath the channel and those lines now, there are two of them, and I stopped them because a State agency, State Land Board, Fish and Game, twenty two different agencies - evidentally do not know Federal law but they gave Governor Straub their suggestion to put an addendum to this permit under most of these the City or the County and I'm supposed to be notified of all these things. So they said you can only trench three feet deep in that nevigable channel. But we had 12 feet for the sailing boats in the old days. And so it took half-hour because that's a violationof Federal law, you can not impede, block or minimize a navigable stream.

Now, you're not alone in this because this - the General Telephone now has a line down there and it wasn't trenched down three feet. The trenches were 19 feet, that's in compliance with Federal law. So if there was a snag it wouldn't be torn out. I am sure we have water lines and other things in the harbor there in violation also. (Inaudible - Mr. Elfving away from the podium.)

MR. SHIRLEY: Mr. Elfving, are you going to describe your proposed development on the slough, wouldn't it be better to save time if you said briefly what you plan to do rather than a long dissertation? In the interest of saving time?

MR. ELFVING: This is Coalbank Slough to the bridge. (Inaudible - Mr. Elfving away from podium.) I have permission of Mr. Keen, he gave me cooperation, to remove these docks and set them back so these boats like Jack Willsey is building in Eastside, million dollar fishing boats. We can put over 200 right in here or fisherman's type terminal like Seattle has 585 boats. When you can bring in boats like Jack Willsey's building, here, and you have them serviced, that's like having 200 autos to service. You put 200 boats and they are varying from $200,000 to a million dollars, that's what they're getting now. The jobs created economically, this is fantastic. But now this would have jogging trails, riding trails - it has a unit launching area, State Police buildings here, parking. So here you have a place you could have all this. Coalbank has some fantastic possibilities. There is room to expand, have up to 1100 boats, a lot of them would be not as deep a draft as the ones Eastside is building. But we would have availability to bring those boats in there, be serviced there. Seattle's fisherman's terminal is 130 miles from the ocean, 260 miles round trip. You come in there and the outfit, the repair, that is completely plugged. Now they have to up to the longest waterway.

They're also removing the bascule bridges and at great expense rerouting to go high. So, my view is, I think I'd like to not have a bascule bridge, I think you people know it won't work. I requested quite a few times to have a test in August, the highest traffic count on our coast here, and if we stop the traffic for 6 minutes which you indicated to us was 1 minute to stop it, 4 minutes to delay the traffic until the bridge opened up and then close it, then 1 minute to get the traffic going. There's some type of boats that might hold you up a little bit and that would take you quite a while to get that - the traffic moving again, and I felt that it wouldn't work. People I've talked to indicated to me that it won't work.

Now, from this site in here I own property there but we are not showing the actual particulars for you on this drawing - these are some preliminaries - but this would be a tour vessel that would be 335 passengers. I'll give you a kind of a preview of it. It's quite unique streamwise for going in the estuary, all the shadow areas, and position itself with spuds like a dredge has. It can handle itself in windy conditions because of its spuds, you can walk around in the shallower harbor. You can have wheelchairs and people can come on board in wheelchairs. And it would have tanks for live crabs, oysters, clams to be cooked and served on board to all the tour bus people who come up here, that walk aboard from 7th Street or Charleston - and I don't need a dock. I have had the State tell me you haven't got a permit yet. You're right, no one's got a permit up there because you've got so many agencies they're preventing anything from developing. Fifteen years go by here, few logs, timber chips - we haven't got any development. This is horrible the waterfront has to be useful and so I would like you to consider that - don't kill the opportunity for - what people are planning to do. Because this area has a lot of youngsters in this.

Also we have the coal mines up there and - let me - I have an understanding from one fellow, perhaps we have 16 to 18 feet of coal veins and we haven't drilled enough yet to really know what's left. We may have more coal by strip mining to mine a 16 to 18 foot vein of coal deeper.

Then these glass barges, that's the revolution of the '80's. Those barges float in and out of any channel, Coalbank, and we can load coal like we did before, take it out of our coal mine area and we won't be restricted.

Of course, those won't need the height that a fishing boat would. But in all fairness, I would like to try for a bridge to be this height and I'm going to pass this around. This is the height of California's site and if we would put a high bridge, I don't think the corner would be that bad but it will kill some property values and will hurt some industry and some people's property and we may have to compensate for it. But I believe it - by going with the high bridge. This span is 50 feet where the opening is, that bridge would be approximately this high from the other side and I don't believe you should sit there and not come in with a drawing and a rendering showing how that would affect. I like Fred's approach here too, I think that's good Fred. Fred's made an approach for - on 4th Street. And we put this on the map and we were perhaps going to talk about different approaches, different ideas and so alternate routes were, are going to have to be considered here.

This shows Coalbank in here. This is the Red Dike Road that brought the coal from all of this area. It's mined out, the upper strata is, it starts at 90 feet and goes on up. I think this new highway rendering will probably go along our ridge right there from Beaver Hill 5½ miles to Libby Road from there it can go west of our reservoir. Then I'll look for a tunnel. Our highway bridge is not going to suffice for probably at the most 50 years and the Waldport bridge is say for 10 years. It's shot. The reinforcement steel is gone.

So I'm looking at the approaches and you haven't allowed us to do this. We have - you cut us off in Bunker Hill we couldn't try to work our program so the flow of traffic could go to Eastside. And that is so close - that bridge, that we should have been planning and the City should have been planning and the County should have been planning the Eastside traffic and if you go with Fred's proposal I think you can have a continuous flow of traffic. By having a continuous flow, you won't have the accidents. You have no hired crews. You have no stop lights or signal lights.

Then you open up the whole shoreline there that you can develop all you like. It's only up to the individual then to go ahead and do it. You have been responsible, you have deliberately gone out here and you have prevented this area from being developed and I would like to see it changed. If we can't plan our own destiny, if you're controlled in such a way by you approaching a city commander - Port Manager, that hurts, I mean I lose confidence in you. I am suspicious and I don't want to be. I know - let me show you one more picture I have. I would like to pass this around.

I was born in Stockholm. That was that beautiful then. I know that our harbor - it couldn't be worse, it's noted up and down the coast to be absolutely ludicrous. Our State Land Board owns all the land below low tide. They haven't sold any. They don't even know where the boundaries are. Our cities don't know where the boundaries are and on Coalbank Slough you got boundaries. But this is years of planning when they started in the 1400's. Well, we can't compare, but we will someday be that beautiful. This harbor won't look the same as this because it is a different topography and different island, but we will be that beautiful. Piece by piece.

Now Coalbank Slough is so small, that little area is so little, but it's served by sewers, it's out of the wind and it doesn't have any October storms that destroy your lower boat basin, earthquakes and damage by tidal waves are not going to affect it up there. It is a good service area for your repair work on your boat.

So I would like to have you go back to the drawing board and quit playing games and then tackle this problem so that you don't close doors to opportunities if an honest opportunity - and you go with an approach for a standardization with California and give up the bascule bridge approach - I think I detected from your laughter sometimes when you thought about it, you back traffic up to Millington. I agree. That is not acceptable. Because the potential for traffic increase is so fantastic that if that doesn't work - we're going with a foundation for a bascule proposal bridge then I as a taxpayer and everybody else have paid too much money cause then you have to correct it and go with a high bridge structure. And I think that would be foolish.

Here's some more - this is - this is in 1973. More planning cause I asked for permission from the U. S. Engineers to use - and so here they have - they want to have more studies and comprehensive plan to render, in '73, still isn't ready, you know.

So we have to start getting rid of planners because we're not planning we're restricting. We must start doing something or we can't call our own destiny. You people work for us and we'd like to work with you, but I don't like what has happened to me. And I don't ever - happen to any of my family or young relatives or kids coming out of college or high school.

Our economy is down and our unemployment is 13-14%, people are looking for jobs wondering where to go. Kids don't see they have any opportunity to go out and harvest oysters, raise oysters, they can lease those lands and no one is telling them. I found the State on Isthmus Slough eight miles, and all those log rafts, no leases and Mr. Ken Ford, of Roseburg Lumber, he leases all that land over there.

I mean he rents, he pays taxes on all his land on all his log storage and all of that - on that beautiful developed plant. I thought we were leasing this, and I swear to that when I was a young man, and I find no leases for '79 so the hearing for the leases is on in 1980. Why? Those youngsters get the revenue from our State Land Board land and they've been denied income to lower their tuition to help pay for the schools and the taxpayers in my community pay too much taxes.

So I would like to have you go back to the drawing board and my proposal is that you only have one choice. Standardizing with California. You only have to make two choices, a high bridge or a bascule bridge and we have too much traffic in that location so I believe that's out.

Now, if you want to still block it - I think this is actually where you are aiming for is to close it you might as well roll a big culvert in there and concrete and pour dirt on it and just drive over it. That was proposed by our drainage district when I had lots, these 42 lots they came and wanted to put a tide gate, big culvert, and eliminate 16 tide gates. I still have access to the ocean and the bay but anybody on Broadway - west of Broadway across from me would not have any access to the ocean. I would have gained a dollar a square foot if I had 112,000 sq. ft. I would have gained a $100,000 so if you want to block this waterway then these people here are going to say close it. All right close from Broadway then, bring Broadway right on out, put your culverts in there.

I'll pick up - I'll double the value of my land. And I refused to sign the petitions to even talk about that where I would have gained $112,000 probably. And that isn't out of line as I said when I started my report.

So, in fairness to me and the youngsters that come up behind us that will want marinas, boats, want to lease, live on their boats you've got sewer, water, everything when you talk 30,000 lineal feet of frontage that's worth $20,000 per foot, that's $30 million. You put the vessels in there and you put 200 of those vessels, and they are worth a couple hundred thousand a piece, you're going to have a fantastic value paying taxes to Coos County, buying their supplies from Coos County, employing the people that do their maintenance work, buying their grocery supplies, they are living here, their homes are here. I don't say you have any business to consider of closing up that waterway like you have been doing. So, get back to the drawing board and back to the route plan and when you come back here next time I am sure you'll have some renderings like the Fremont Bridge, that's a beautiful bridge. Astoria bridge, I complained about it, it's an ugly bridge. So, I want a beautiful bridge and I want a high bridge and I think we are going to have to pay people maybe because they're taking some of their property, but I think now is the time to do it because later on will be too costly. Thank you.

MR. SHIRLEY: Thank you, Mr. Elfving. I understand Mrs. Willett wishes to make a statement.

MS. MINNIE MAE WILLETT: Thank you. My name is Minnie Mae Willett. I was born in Libby when Libby was a town, Marshfield was not, 74 years ago. I have lived here all my life and yes I brought along part of the bridge. This is the bridge that they are talking about and I am all for a new bridge, a low bridge.

I have been a captain, I have run a cabin cruiser on my own and have taken out people from Field & Stream, Outdoor Life, and I know about water. I learned about water on the Roosevelt Ferry coming from Glasgow to North Bend. I have been on the Eastside ferry when it broke down, I have been on the Charleston bridge when there was a man, there was an accident and a man lost his life because the bridge was open and he bled to death. I had blood all over I couldn't bring the clothes with me, I didn't keep them all these years. I tried to give him first-aid.

An open bridge is no good for our vicinity because if we have a tragedy over towards Coquille and the bridge is open between Bunker Hill and Coos Bay - how many lives are going to be lost if we can't get to the Bay Area Hospital?

Okay, now he spoke about coal. Libby had coal, Beaver Hill had coal, South Port Mine had coal, Coaledo had coal, Delmar and Henleyville had coal and Eden Ridge had coal, Sixes, Tarheel, Whiskey Run and Hauser. But the coal is gone. Completely gone.

My grandfather came here in 1855 and opened up silver mines. My grandmother homesteaded where the present Timber Inn is and Conrad Lumber Company and C. J. O'Neil and they came here all of them in the early 1800's. And I have studied Coos County and I live on Coalbank Slough and I have been up and down Coalbank Slough knocking on doors asking people to come tonight. We don't want anything on Coalbank Slough. Dozens and dozens and dozens told me and I don't want anything on my property either.

I live right next door to Mr. Elfving and I'll answer any questions if you have any.

MR. SHIRLEY: If I understand you right, you are opposed to any development of the slough, is that right?

MS. WILLETT: There are many, many people besides me that are opposed to that. Yes.

MR. SHIRLEY: I just wanted to clarify that, your position.

MS. WILLETT: Yes. Yes. I knocked on the doors. I am the person that wants to know.

MR. SHIRLEY: Thank you, Mrs. Willett. Does anyone else wish to testify. I know some of you marked cards, but maybe you've had a change of heart since you turned them in. Yes Sir.

MR. JAMES M. ELLIS: My name is Jim Ellis. If they retain the height of that bridge now and you would cut off the traffic up the slough, wouldn't it be cheaper to fill that in there and just forget the bridge? Why are you going to the expense of building a bridge when you want to cut off the traffic on the slough? I think what you have to look at is the long-range program. Any development that goes on someone has to pay, but where is it going to help the community the most down the road? That's my concern. I am not smart enough to tell you which would be the best, but it is something I think you should consider.

MR. SHIRLEY: Thank you, Mr. Ellis. Anyone else? I was remiss earlier when I failed to thank the Citizens Advisory Committee for their assistance they have given us for the last several years. They've all left I believe, I don't think any of them are here but their names were read off by Len Farr.

To close the meeting I would like to tell you again that additional statements can be submitted within 10 days from this hearing and can be sent to Commission Services, if you will take the time to write that I'll take it slower,

UNIDENTIFIED PERSON: It's on the desk out there if you want . . . .

MR. SHIRLEY: State Transportation Building, Salem, Oregon, and the zip is 97310. I thank you for your interest and your attention and this hearing is officially closed at 9:30 p.m.

CARD COMMENTS

DR. WALTER A. HERMAN: 1) I see serious access problems throughout construction. 2) The most cost efficient alternative on a long term basis should be selected. This would appear to be 2 or 2A.

JOANNE L. HERMAN: I would hope that whichever plan is decided upon - it will be the one that has the best long term practicality. I am most concerned about impaired access during and after construction. I do favor plan No. 2.

B 24 1981

Dear Sirs:

I am writing with regards to the new bridge proposed over Coalbank Slough on Highway 101 in Coos County.

I have a small farm about one mile upstream from the present bridge. The pasture land is protected by several hundred feet of dike.

A low-level opening span at or near the present bridge location would be my personal choice. Reasons for my choice are listed below.

Any unnecessary boat traffic erodes adjacent dikes, endangering prime farm lands. Coalbank Slough is too far from any water related recreational use to justify a high-fixed span. A high span would be an eyesore too. Finally, with a low opening span we would have an avenue to transport dredge spoils to maintain dikes via small barges.

RECEIVED
FEB 26 1981
BRIDGE SECTION

Respectfully,

William Harris
1105 Montana
Coos Bay, Ore. 97420

cc: Commission Services
A. Sunkey, Jr.

this to [redacted] Cam, Kelly, file

Coos Bay Ore.
2-6-81

To- State Highway Members
Coal Bank Slough Bridge —

We would like to Vote for plan # 3 of the replacement of this Bridge-

we would like to Build for the furture instead of for today-

We feel this would be the best for all Concerned -

We only hope you dont wait tell it falls in like the Eastside one did

Doshia F Sturdivant
Ira Sturdivant Jr.

DOSHIA F. STURDIVANT
1070 Barry Street
Coos Bay, Oregon 97420

ROSEBURG REGION
RECEIVED
FEB 12 1981

RE	RME	RCE	ROE	TE
RUE	DE	RSR	RPR	RLE
GEO.	FAE	RBI	AA	

Anliker
339 Isthmus Hghts.
Coos Bay, Oregon
97420

Feb 5th - 1981

Dear Sir:

After attending the public hearing concerning the Coalbank Slough Bridge and hearing the pros + cons concerning it I would like to make the following comments:

The consensus seemed to be that the present bridge has deteriorated + is in need of replacement.

However, it does not seem right to me that an expensive high bridge be built to accomodate a few property owners wishing to profit personally ① from such an expenditure by the majority of tax payers.

The slough in it's present state is inadequate to accomodate large vessels & again it sounds as though the improvements would be at the expense of the tax payers of Coos County.

I believe that a sound bridge should be built to accomodate the traffic, with the least amount of disturbance to property owners & citizens.

P.S. below are the names of some interested citizens in agreement with this letter.

Thank you!

Arnold D. Arliker &

Jean Arliker

Florence H. Arliker

Mr Mrs [illegible]

Mr & Mrs Otto Epping

Mr & Mrs Milford Hamilton
Minnie Mae Willett
Mary Summerfield.
Diane J. Wohlsdorf - 1343 Oregon Ave
Raymond C. Miller
Frances Hamlin 2233 Meade N. Bl.
Isabell Quinlin - 1343 Oregon Ave

Feb. 25, 1981
P.O. Box 904
Port Orford, Ore

Dear Mr. Forman,

I write as a concerned citizen though I live in Port Orford concerning the new bridge possibly going in over Catching Slough in Coos Bay. I hope I have the name right. I feel very strongly the old one should be left anything except one that opens as if we were coming to Coos Bay in an emergency and that bridge was closed. There have been times as bad a shape as I have been in if I couldn't have gotten to doctors who really knew my illness I could possibly have died. I feel for all concerned citizens this has to be a big issue for People from surrounding areas also as this could be a life and death issue for us.

Thank you for listening

Sincerely

Ruthlee King

James S. King

Craig C. King

RECEIVED
MAR 2 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LES AND BARBARA STREETER

TELEPHONE 503 267-7804

The House of Myrtlewood Inc.
Since 1929

• BOX 457
• COOS BAY, OREGON 97420

February 6, 1981

Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

RE: Coalbank Slough Bridge Replacement
Coos Bay, Oregon

Gentlemen:

We operate a tourist related business that has been in Coos Bay since 1929, and would like to go on record as supporting Alternative #1 for the replacement of the Coalbank Slough Bridge.

This alternative would leave more commercial land for future development in Coos Bay and not take any residences and businesses as the other alternatives would.

Congratulations to the people who put the Environmental Impact Statement together. It is very well done.

Sincerely,

Les Streeter

Les Streeter, Owner
The House of Myrtlewood

All works of quality must bear a price in proportion to the skill, time, expense and risk attending their invention and manufacture. Those things called dear are, when justly estimated, the cheapest.

—Ruskin

Davis Oil, Inc.

267-4617 **Distributor TEXACO Products** 267-5015

P. O. Box 1016 *2315 N. Bayshore Drive* *Coos Bay, OR. 97420*

February 5, 1981

State Highway Department
Oregon Project U-F-172(11)

Dear Gentlemen:

Last night I attended the meeting in Coos Bay for the Coalbank Slough Bridge project.

I still think a fixed span is the only answer. If alternative #1 could not be a fixed span because of only thirteen feet, then alternative #4 with a span of twenty feet clearance if it would meet Coast Guard approval. This would take care of any marina that they plan on building on Coalbank Slough.

The cost would be much less, maintenance would also be less. Without an opening bridge there would be no worry in the cas of a fire or etc. of the bridge being open. There would also be no problem of a traffic tie up which would be a hell of a big problem for all of Coos Bay.

This plan would take away some good property, but also open up a lot more.

The state people as the Coos Bay meeting were very helpful and courteous.

I want to thank you for letting me speak out as a property owner about this project.

Sincerely,

Harry C. Davis

February 6, 1981

Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

RE: Coalbank Slough Bridge
Coos Bay, Oregon

Gentlemen,

I would like to express my appreciation for all of the hard work your department has put in to bring the Coalbank Slough Bridge project to its current point.

I would also like to go on record as backing Alternative #1. This particular project would disrupt both the residential and business sections of south Coos Bay the least. It would still allow for slough travel and it would also accommodate the ever increasing travel in that end of town. The cost also makes it one of the most cost effective and desirable of the alternatives.

So, in conclusion, I suggest that Alternative #1 be recommended by your department.

Sincerely,

Scott West

Scott West

Scott West
PO Box 457
Coos Bay, OR 97420

RECEIVED
[illegible]

CITY OF COOS BAY
269-1181 – 500 CENTRAL – COOS BAY, OREGON 97420

February 4, 1981

Mr. Alfred Shirley, Jr.
Regional Engineer
Highway Division
Oregon Department of Transportation
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Shirley:

The Coos Bay City Council and Planning Commission have reviewed the proposed plans for a future project to replace the existing bridge over Coalbank Slough. It was the recommendation of both the Council and the Commission that the favored design alternative was Number One (low level, movable span at current bridge location).

In preferring alternative Number One, the Council and Commission reaffirmed their position in support of marine development of Coalbank Slough. Alternative One has the least dislocation impacts on homes and businesses and least impinges upon commercially zoned, developable property in the area. A copy of the Council Minutes are attached.

It is essential, whether Alternative One or another is finally selected by the Highway Division, that the bridge replacement be compatable with the 101 couplet using First Street.

Very truly yours,

Douglas W. Hilyard

Douglas W. Hilyard
City Manager

Attachment

the motion. Councilman Gehlert asked if there is any way to write a safeguard into recommendation number one that would guarantee that property owners other than Humbert and Hempstead would not be liable for assessment, but at the same time give Humbert and Hempstead the right to pursue Bancrofting if it again becomes available. Mr. Johansen said such a compromise would be acceptable to his clients. Mr. Gehlert suggested a two week period for the attorneys to get together and try to work out a mutually acceptable compromise. Councilman Crim said he would withdraw his motion if Mr. Gould would give the Council some assurance that negotiation has not already been tried. Mr. Gould said they had not and he would try to compromise if it was agreeable to his clients. Councilman Crim withdrew his motion and the second was withdrawn. City Attorney Bechtold said the City might be deciding on a street improvement project before it becomes a city street. Mr. Johansen suggested that the City Attorney be included in their discussions, and then she could advise at the next meeting whether it was a legitimate action by the Council. Councilman Gehlert moved that the attorneys get together before the next city council meeting to see if a mutually acceptable compromise could be reached, and if that is not possible Council will take action on one of staff's recommended options. Councilman Varra seconded the motion, which carried.

Application for Right-of-Way Use Permit - Driveway

Mr. Doyle Harroun applied for a right-of-way use permit to develop a driveway in order to build a house on John Street. He was unable to form an assessment district to get the street improved and since sewers have become available he wishes to construct on his property. Public Works Director Schwarm explained that because of an old cemetery across the street, that property might not be developable and an assessment district difficult to form. Councilman Holbert moved the permit be granted with the stipulation recommended by the Public Works department. Councilman Gehlert seconded the motion. Councilman Crim asked the City Attorney if the deed covenant allowing no remonstrances against future street improvements is legal and she said it would be binding on future property owners, as well as Mr. Harroun. The question was called and the motion carried.

Removing Parking Along Newmark Avenue - Resolution 81-4

Mayor Poage explained that this project was initiated by the State Highway Department to eliminate some of the traffic problems on Newmark Avenue from the Y through Empire. He said he is personally opposed to median lanes, although the Police Chief has assured him they are safe. Public Works Director Schwarm reviewed the plan for Council. Councilman Schroeder asked if a decision on something like this is irrevocable and Mr. Schwarm said if problems develop the City could ask the State to make changes. He said of all those contacted only three businesses were less than agreed and most were enthusiastic. After some further discussion, Councilman Holbert moved for adoption of Resolution 81-4, as attached hereto and thereby made a part hereof. Councilman Williams seconded the motion, which carried.

Discussion on Coalbank Slough Bridge

A recommendation from the Planning Department, which had held a public hearing on the proposals, was discussed by the Council. The State Highway Department will be holding a public hearing on February 4, 1981, on the bridge, and Council was asked to define the City's position on the alternatives. Staff has concurred with the Planning Commission in recommending alternative number one, a low draw-bridge in the present location. Mayor Poage asked if the back-up of traffic when such a bridge is opened on highway 101 would not be a problem. Public Works Director Schwarm said that based on highway needs, a fixed span probably would be most practical, but the anticipated future development up Coalbank Slough would best be served by a draw bridge. He said he thought there would have to be limited opening of the bridge during low traffic hours. Mayor Poage said as he recalled, the bridge had previously been tied in with a one-way couplet on First Street, and he sees no evidence on evidence on the maps that this is being considered. Mr. Schwarm said staff is still working on the First Street couplet in order to submit it to the State Highway Department for inclusion in their six year plan. He read a portion of a State Highway report which said the couplet project and the bridge project are separate projects and the bridge alternative would not affect the couplet extension. Councilman Gehlert said if there is any likelihood of coal trucks rumbling through town the couplet would be an excellent idea.

Mr. Fred Anthony, owner of property up Coalbank Slough, said the waterway is a limited one, and spoke in favor of a 35 foot fixed level span to eliminate the necessity of arranging opening of the bridge. He said there has been difficulty arranging opening of the railroad bridge. He suggested that boats with higher masts can wait for low tide or drop their masts, and suggested that if they are looking at 20 year planning, it should be a six lane bridge. A large subdivision is being planned in Bunker Hill which will add considerable traffic to Highway 101, and a bridge opening could be a tremendous traffic problem. He said fishing boats need about 30 feet of clearance. Councilman Gehlert said marine development will depend on the type of bridge and what boats can be served. Councilman Schroeder said the railroad bridge will also be a limitation and Mr. Anthony said that bridge could be left open except when a train needs to cross, which is not too often.

Mr. Roger Gould, representing a couple of parties of interest, presented arguments in favor of a draw span in the present location. He said the Highway Department only documents eight openings between 1941 and 1955. He said his clients are not interested in seeing the alignment changed, since this would take some of the prime commercial property left in the City for development. He said the proposals changing the alignment would also have an adverse effect on the couplet proposal. He suggested that it is more realistic to consider development along the highway than development up Coalbank Slough because of the problems inherant in that development, but that alternative number one would eventually serve both concerns. He asked that Council adopt the recommendation of the Planning Commission to be present at the public hearing.

Mr. Don Bock, Chamber of Commerce, said the Chamber has gone on record as opposing anything that precludes future development up Coalbank Slough and therefore favor the quick opening span in alternative number one. He said the state of Florida no longer builds fixed span bridges and Highway One carried much more traffic than Highway 101. He said the state should not place restrictions on water traffic anymore than highway traffic and access for boats should be equal to that of vehicles, or at least more responsive to the needs of the area.

Mr. Karl Elfving, 901 Southwest Boulevard, said his recommendation to the state was a high bridge consistent with elevations required for waterways of this size by California standards. He said building a bascule bridge requires an expensive foundation that would not be necessary for a fixed bridge. He said the value of Coalbank Slough frontage will increase rapidly with the development of access. He said a Dock Commission to consider the needs of the waterfront and development would be a great help to the City and asked that one be appointed. Mayor Poage asked Mr. Elfving what his preference as to the alternatives was and Mr. Elfving said he would prefer a high bridge, but 35 feet is not adequate and therefore he would recommend the bascule brige alternative. In response to a question, Mr. Elfving said the standard in California is 70 feet from mean low water. Councilman Holbert said the high bridge alternative is the most expensive as it stands and he would make a conservative guess that the cost to the taxpayer would be twice that of the bascule bridge. Mr. Elfving disagreed and said the state is misleading in their statements because they would like to close the waterway completely. He said all of Coalbank Slough is in the City and the bridge should be part of city planning, considered by a Dock Commission.

Councilman Crim moved that the Council concur with the Planning Commission recommendation and accept Alternative #1. Councilman Holbert seconded the motion, which carried.

Designating Signotors for Bank Accounts - Resolution 81-6

Councilman Crim moved for adoption of Resolution 81-6, as attached hereto and thereby made a part hereof. Councilman Holbert seconded the motion. Councilman Gehlert asked why one savings and loan association and not the others and Finance Director Curtis said none of the others have solicited the City's business. Councilman Schroeder said he felt funds should be deposited to the banks who can buy the City's bonds. Councilman Crim pointed out that the banks buy the bonds for resale and not to hold themselves. There was further discussion and Councilman Schroeder said he felt that by doing the banks the favor of placing City funds there they

MINUTES OF THE MEETING OF THE COALBANK SLOUGH BRIDGE ADVISORY COMMITTEE

The meeting was called to order at 7:30 P.M. November 5, 1979 by the Chairman, Arlan Fischer at the office of B.E. Brown, the District Highway Engineer in Coos Bay, Oregon.

Present were Committee Members Arlan Fischer, Ann Montgomery, Les Strecter, Gary Hoeger, and Leonard Farr. Also present were the following Highway Dept. Staff Personnel: Alfred Shirley, Jr., George Wills, John Christofferson, and Butch Parker.

Mr. Shirley presented 6 alterative proposals for the location of the Coalbank Slough Bridge, #1, #1B, #2, #2B, 3, and 4. After much discussion, Les Strecter moved that we recommend further consideration be given to proposals 1B and 2. These were both low level, quick opening bridge configurations.

There being no further business, the Chairman adjourned the meeting.

Leonard C. Farr, Sec.
Leonard C Farr

Presented at hearing
by Mr. Farr

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Sign
C/R
R/D

Coos Bay, Oregon
Feb-10 1981

The following persons are of legal age to sign this petition. We are opposed to a larger bridge across Coal Bank Slough, also opposed to any business or development on Coal Bank Slough.

Petition submitted by Minnie Mae Willett, 885 S.W. Boulevard, Coos Bay, and signed by 100 persons. Original petition on file in Commission's files, Salem.

The following newspaper article was attached to the petition from Minnie Mae Willett.

Coalbank bridge alternatives?

By CHARLES KOCHER
Staff Writer

Not very many of the two dozen witnesses liked the state's alternatives for a new Coalbank Slough Bridge Wednesday night.

Several of those testifying at the public hearing wanted either a much higher bridge to allow for easier navigation or no height at all, closing off the slough to marine development.

"I want a high bridge," said longtime Coalbank Slough promoter Karl Elfving. "I'd like to have you go back to the drawing board."

"I'm all for a bridge, a low bridge," said his next-door neighbor, Minnie Mae Willett. "I have been up and down Coalbank Slough, knocking on doors. We don't want anything on Coalbank Slough. There are many people opposed to it besides me."

The state went to public hearing Wednesday night, with five alternative replacements.

—A low opening span on the same site as the existing bridge.

—A low opening span just north of the existing bridge.

—A non-opening span just north of the existing bridge.

—A non-opening span 35 feet above high water, just north of the existing bridge.

—A non-opening span 20 feet above high water, just north of the existing bridge.

The public's alternatives Wednesday night range from a non-opening bridge just south of the existing bridge to a 60-foot span taking off from the Bunker Hill junction and coming back to street level at Highway 101 and Elrod near downtown Coos Bay. Even the Coos County Board of Commissioners had an additional suggestion — consider rerouting Highway 101 traffic around the Bay Area sometime in the future.

The Oregon Highway Division will consider the testimony, along with any written comment submitted, within the next 10 days and choose a preferred design in about six months, according to hearings officer Bud Shirley. Completion of a final environmental impact statement for formal approval by the Oregon Transportation Commission would not come for 18 months to two years, Shirley said.

Wednesday's comments led off with some of the more formal organizations weighing in with their choices for a new design.

The citizens advisory committee working with the highway division for the past several years favors, according to secretary Lee Farr, the low level opening span just north of the existing bridge, or on the same site as the existing bridge.

(Continued on Page 2)

Coos Bay, Ore., Thursday, February 5, 1981

Coalbank alternatives?

(Continued from Page 1)

The city of Coos Bay, according to City Manager Doug Hilyard, prefers the low level opening span on the same site as the current bridge. Hilyard cited the design as having the least effect on existing homes and businesses and the least effect on the undeveloped Evans Products mill site.

The county commissioners expressed several concerns, but have not as yet chosen a preferred design, according to County Planner Allan Rumbaugh. "Whatever alternative is chosen (should be the) most cost effective, have the least traffic impacts, and the least relocation impacts," he said.

Oregon Department of Economic Development field representative Dick Kabanek said the Economic Development Commission continues to favor a high — higher than 35 feet — span which would not require an opening bridge, but still allow marine developments on Coalbank Slough. "The development of Coalbank Slough will take place sooner or later," he predicted. "This is one of the last viable, developable waterways anywhere in the state of Oregon."

Attorneys represented the landowners immediately adjacent to the bridge, each giving the state a different opinion.

Roger Gould, representing the purchasers of the Evans Products site and one existing business, said the best compromise appeared to be the low opening span on the existing bridge site. "With all of these concerns," he said, "perhaps a compromise solution is the best for everybody concerned. (It) leaves the slough open for navigation, takes the least amount of property, and maintains the radius of the corner (west of the bridge on Highway 101)."

Marvin Waring, speaking for George Lindsay who proposes another marina on the slough, argued for an opening span at the 20-to-35-foot level. "An intermediate span would allow free passage for a large number of vessels," he said. "With a quick-opening drawbridge, it would allow for the passage of other types of boats."

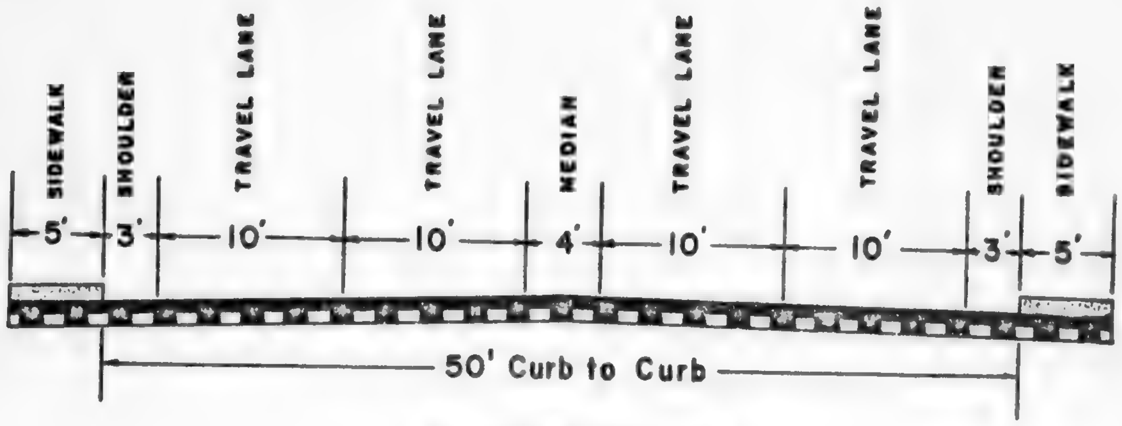
In other comments, where Gene Melton of Eastside argued the state should simply lay precast slabs across the existing bridge, Fred Anthony of Coos Bay came in with a map of his own proposal, a 80-foot bridge just south of the railroad bridge across the slough.

"They talk about a marina going in there," Melton said. "I don't see where we should waste that kind of money on a pipe dream.

"I wasn't satisfied with any of the proposals," Anthony told the state. "I just sketched out something; I like to do a little planning. Naturally, it would be three or four times more expensive, but it wouldn't be a $3 or $4 million mistake."

Coalbank Slough promoter Karl Elfving shuffled through copies of letters dating back to [illegible] Wednesday night, charging they show the state has sought to obstruct any marine development on the slough. — World photo by Charles Kocher.

TYPICAL SECTIONS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SHOULDER
TRAVEL LANE
TRAVEL LANE
MEDIAN
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TRAVEL LANE
SHOULDER
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4'
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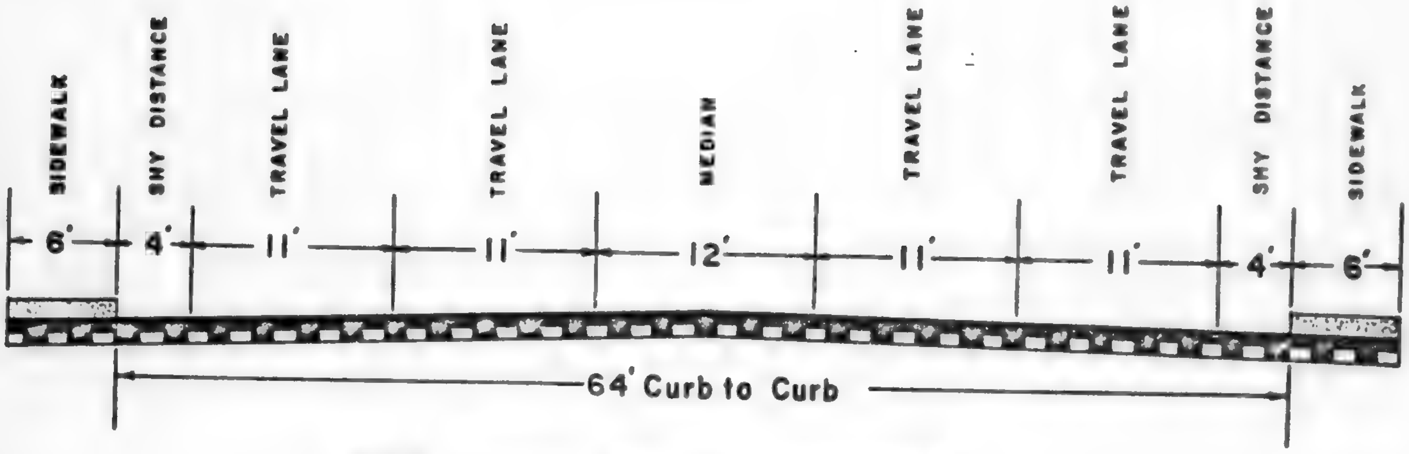
50' Curb to Curb

EXISTING BRIDGE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TRAVEL LANE
MEDIAN
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TRAVEL LANE
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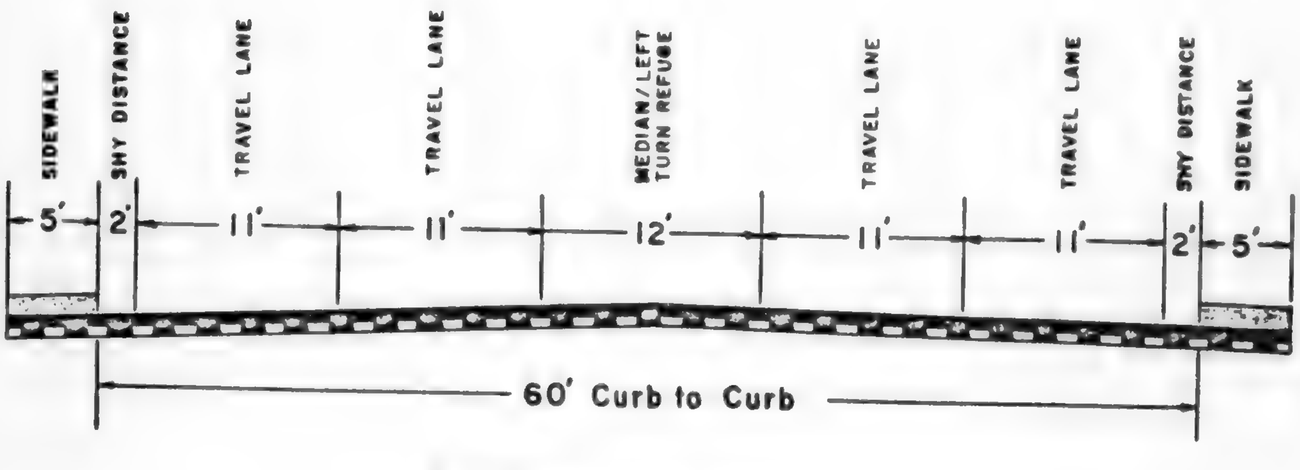
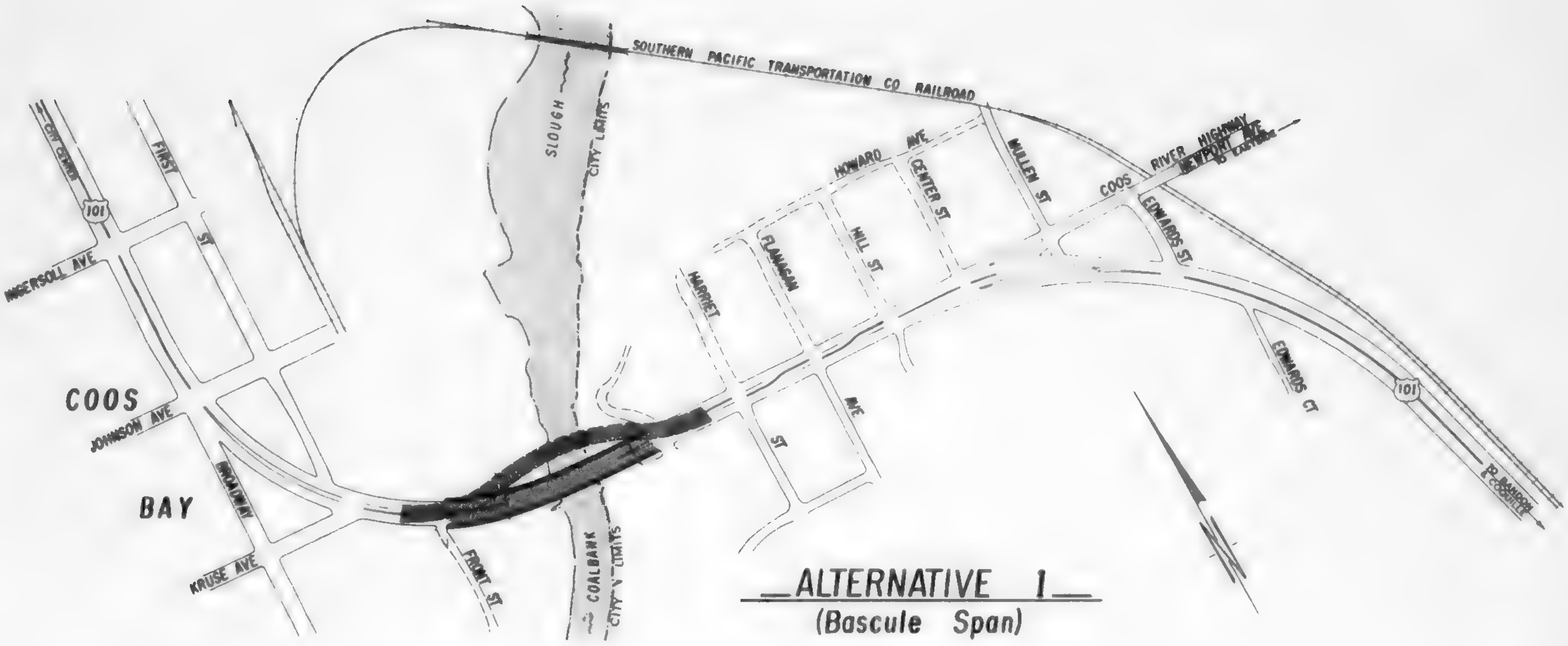
12'
11'
11'
4'
6'
64' Curb to Curb

NEW BRIDGE AND APPROACHES


SIDEWALK
SHY DISTANCE
TRAVEL LANE
TRAVEL LANE
MEDIAN/LEFT TURN REFUGE
TRAVEL LANE
TRAVEL LANE
SHY DISTANCE
SIDEWALK
5'
2'
11'
11'
12'
11'
11'
2'
5'
60' Curb to Curb

EXISTING ROADWAY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KRUSE AVE
FRONT ST
COALBANK
CITY LIMITS
HARRIET
FLANAGAN
HOWARD AVE
HILL ST
CENTER ST
MULLEN ST
COOS RIVER HIGHWAY
NEWPORT AVE
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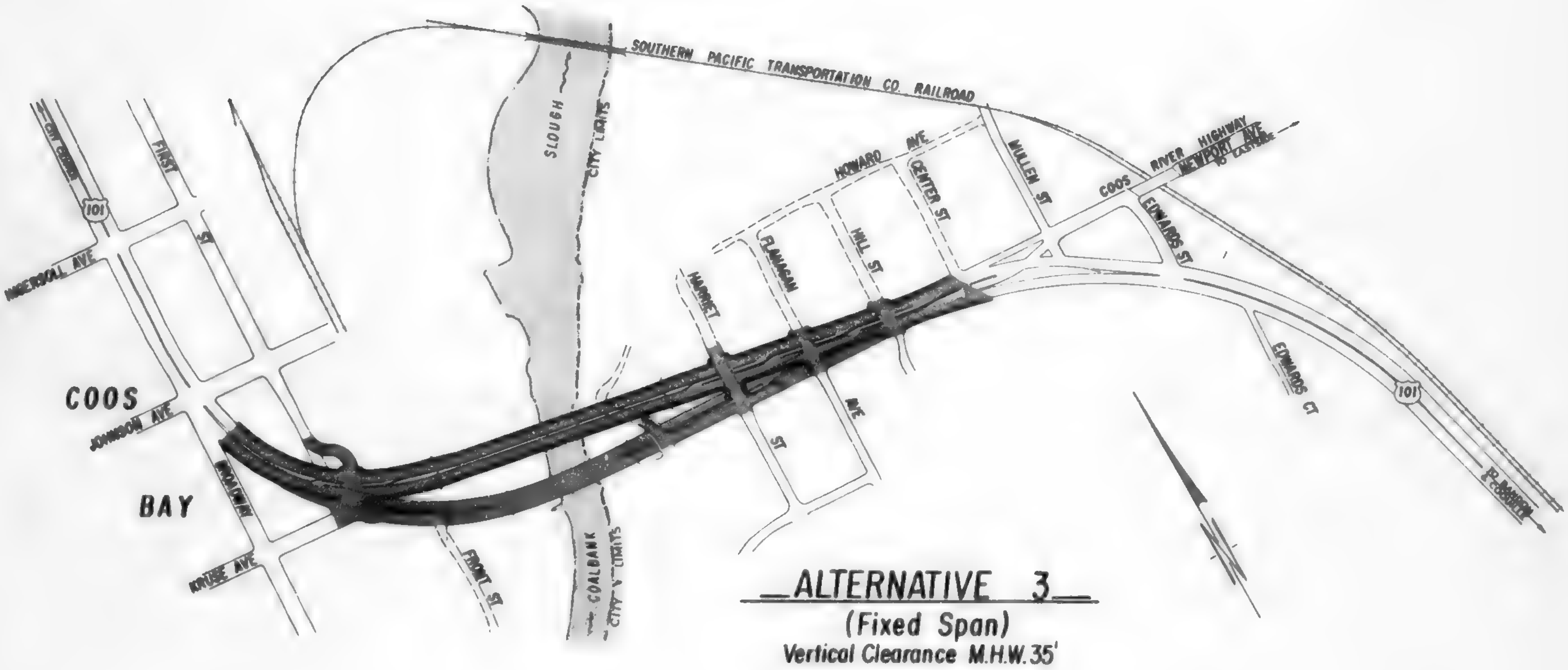
TO BANDON & COQUILLE

ALTERNATIVE 1
(Bascule Span)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FRONT ST
COALBANK
CITY LIMITS
HARRIET
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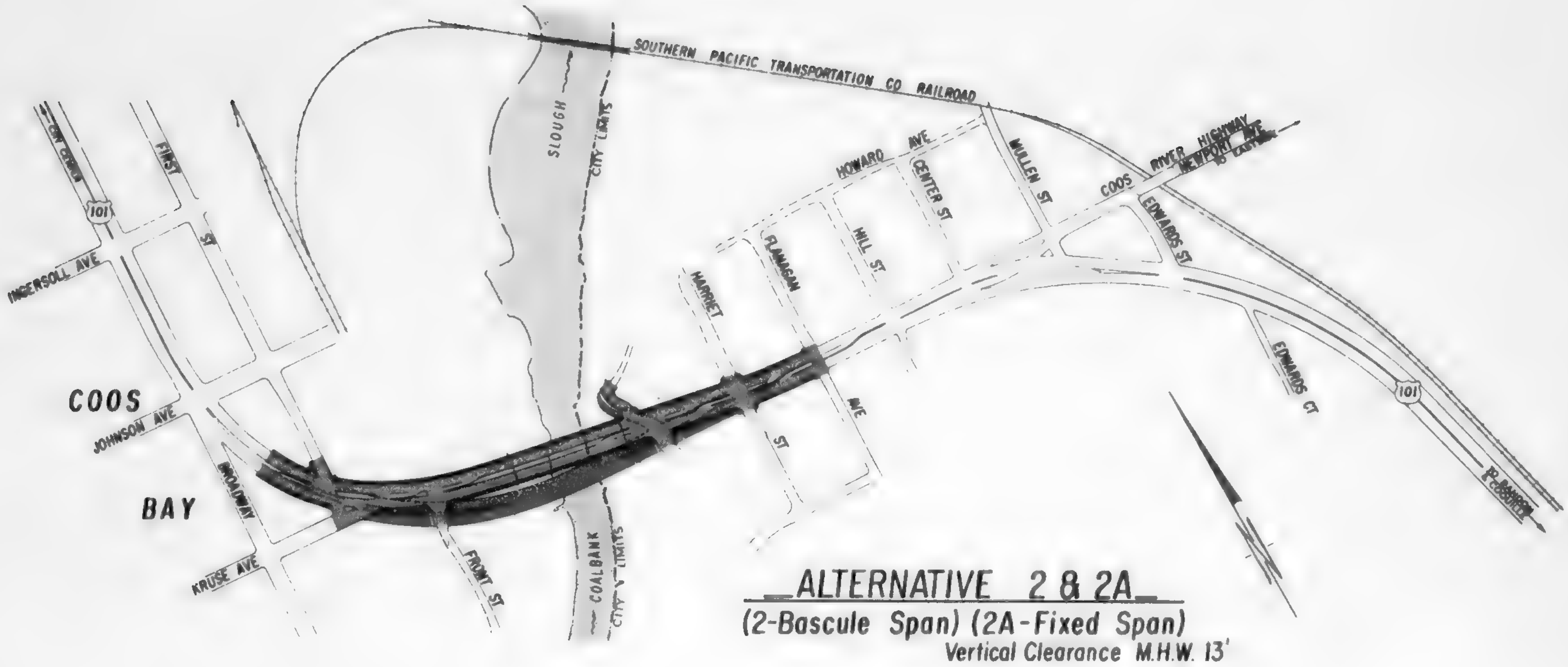
HOWARD AVE
HILL ST
CENTER ST
MULLEN ST
COOS RIVER HIGHWAY
NEWPORT AVE
TO EASTSIDE
EDWARDS ST
EDWARDS CT
AVE
ST
101
TO BANDON & COQUILLE

ALTERNATIVE 3
(Fixed Span)
Vertical Clearance M.H.W. 35'

—LEGEND—

▨ NEW CONSTRUCTION
☐ LEFT TURN REFUGE
▨ REMOVE EXISTING ROADWAY
■ SIDEWALK


SOUTHERN PACIFIC TRANSPORTATION CO RAILROAD
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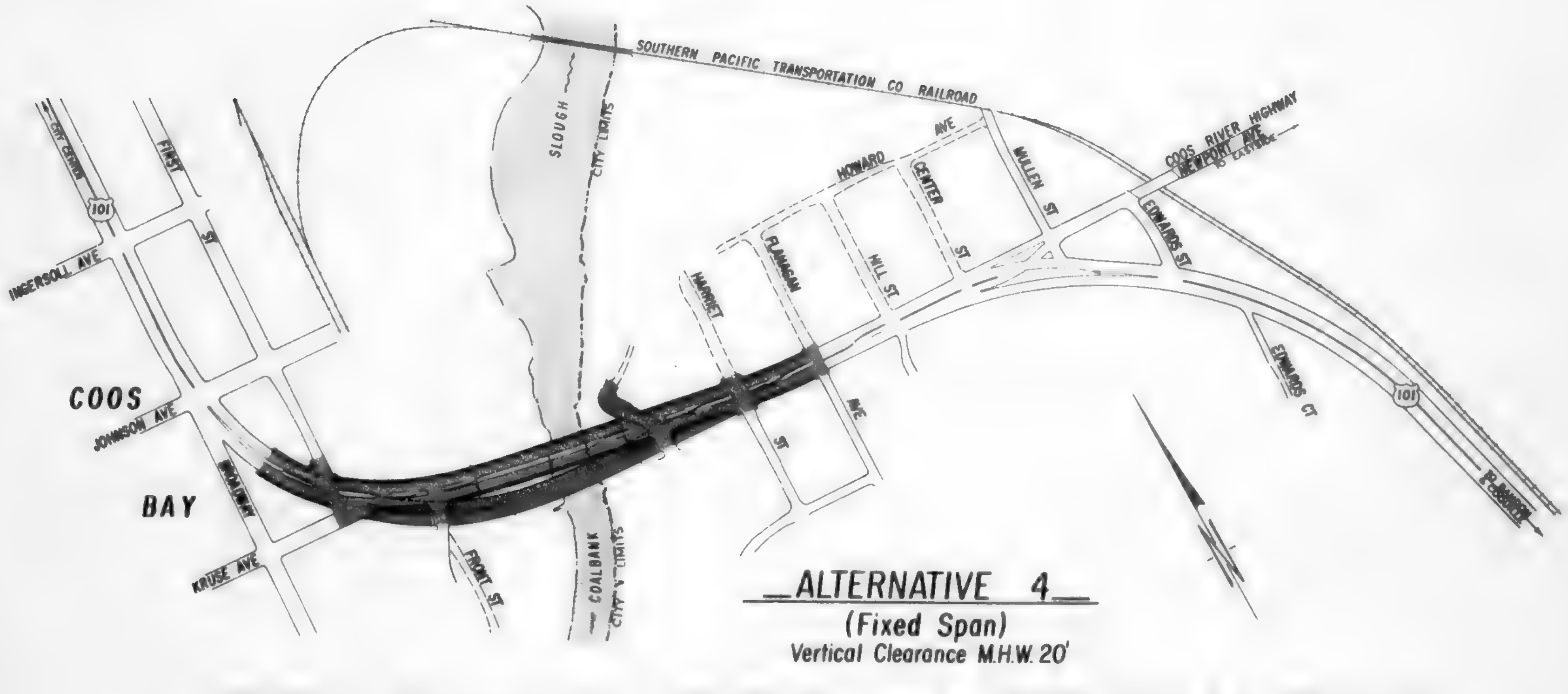
HOWARD AVE
CENTER ST
MULLEN ST
COOS RIVER HIGHWAY
NEWPORT AVE
TO EASTSIDE
EDWARDS ST
HARRIET
FLANAGAN
MILL ST
AVE
ST
EDWARDS CT
101
TO BANDON & COQUILLE
COOS
JOHNSON AVE
BROADWAY
BAY
KRUSE AVE
FRONT ST
COALBANK
CITY LIMITS

ALTERNATIVE 2 & 2A
(2-Bascule Span) (2A-Fixed Span)
Vertical Clearance M.H.W. 13'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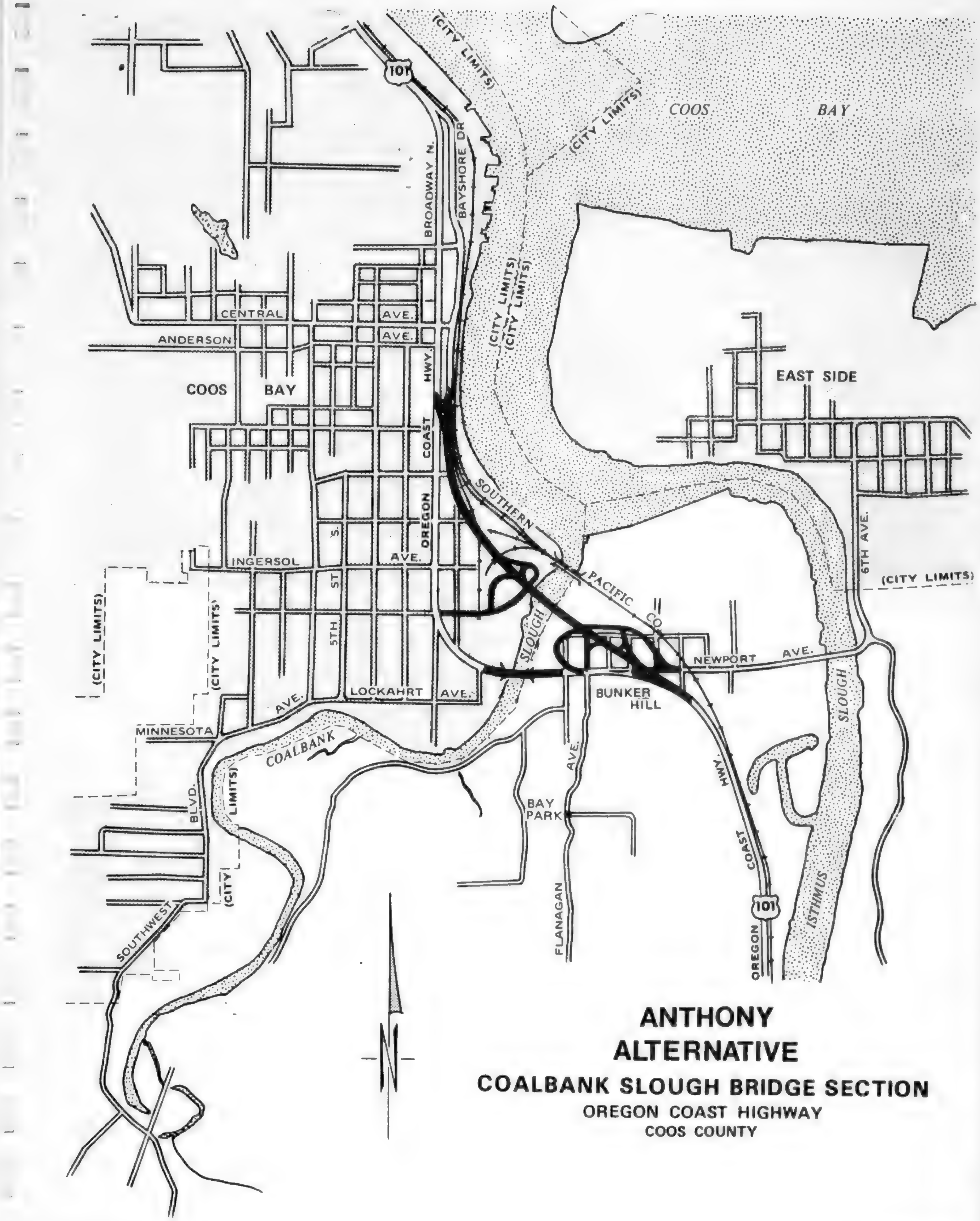
101
TO BANDON & COQUILLE
COOS
JOHNSON AVE
BROADWAY
BAY
KRUSE AVE
FRONT ST
COALBANK
CITY LIMITS

ALTERNATIVE 4
(Fixed Span)
Vertical Clearance M.H.W. 20'

RECOMMENDED ALTERNATIVE

OREGON DEPARTMENT OF TRANSPORTATION
CORRIDOR—DESIGN HEARING MAP
COALBANK SLOUGH BRIDGE
OREGON COAST HIGHWAY
COOS COUNTY
AUG 1980


101
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BROADWAY N.
BAYSHORE DR
(CITY LIMITS)
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CENTRAL
AVE.
ANDERSON
AVE.
HWY.
COAST
OREGON
COOS
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EAST SIDE
SOUTHERN
PACIFIC
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INGERSOL
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ANTHONY ALTERNATIVE

COALBANK SLOUGH BRIDGE SECTION

OREGON COAST HIGHWAY
COOS COUNTY

APPENDIX A

Mr. Fred Anthony of Coos Bay submitted mapping at the February 4, 1981 hearing on subject section that outlined the basic data for an additional alternative for the bridge replacement.

The proposal, which Mr. Anthony identified as Alternative 5, includes a project that would extend from the one-way couplet at Curtis Avenue on the north to a point just south of the Coos River Highway to Eastside. The bridge across the slough is to be a fixed-span structure having about 55 feet of clearance, at mean high water, for marine traffic. Additional components of Mr. Anthony's proposal included underpasses with partial interchanges on each side of Coalbank Slough and a merge lane for traffic from Eastside northbound into Coos Bay.

Mr. Anthony also stated that there are three boat basins to be constructed on Coalbank Slough upstream from the existing bridge when the bridge is repaired or replaced. The boat basins are to be used by tour boats, small fishing boats needing about 35 feet of clearance, larger fishing boats needing about 45 feet of clearance, sailboats needing 30-55 feet of clearance, and pleasure boats needing less than 20 feet of clearance. Therefore, a low-level, fixed-span bridge would not be suitable for marine traffic and an opening bridge would not be compatible with highway traffic due to the anticipated number of openings that will be required by marine traffic.

To evaluate Mr. Anthony's alternative, the proposal was divided into two phases: 1) project an alignment and design for relocating U.S. 101 without interchanges and with about 55 feet of clearance at the slough crossing; and 2) use the above alignment and design adding interchanges on both sides of the slough.

In preparing the first phase of the evaluation (relocating U.S. 101), an alignment was projected as near to Mr. Anthony's suggested alignment as possible. Minor adjustments were made to reduce the impacts on railroad spur lines and local businesses. The roadway design for the proposal is based on the same design as the hearing alternatives, that is, a four-lane highway with a variable median, six-foot shoulders, curbs and sidewalks, and traffic signals.

The length of the relocated highway, including connections to the existing couplet, would be about 0.97 miles. Within this length, there would be a 1,940-foot, fixed-span bridge over the slough having 55+ feet of clearance at mean high water. The bridge length was controlled by the apparent need to retain service on the railroad spur lines and by the need to limit the height of the fill at the ends of the structures.

In phase two of the evaluation, alignments for interchange legs were projected for full interchanges on each side of the slough. After reviewing the projected alignments on the map, it was determined that the additional construction costs along with the additional displacement of homes and businesses was not a feasible or prudent trade-off for the adding of the interchanges to the proposal.

The relocation of Highway 101, with Mr. Anthony's proposal, would cost $26,800,000 plus $5,200,000 for right-of-way which equates to $32,000,000 for the proposal without the interchanges. The total cost with the interchanges would probably be about $40,000,000. Right-of-way required for relocating U.S. 101 would displace 23 houses with about 70 persons and 32 businesses employing about 140 persons. If the interchanges are added to the proposal, the displacement of houses could possibly increase to about 35 and the businesses could increase to about 40 with a comparable raise in displaced persons and loss of jobs. Further impacts from the left slough bank interchange would be the loss of the former Evans Wood Products site for commercial and industrial development. An interchange on the right bank of the slough would effectively wipe put over five city blocks of the area known as Bunker Hill.

The proposal as presently projected would require the displacement of the Coos Bay Railroad Depot which is, due to its uniqueness, eligible for nomination to the National Register of Historic Places.

In summary, it appears that Mr. Anthony's proposal is an ideal design for solving the conflicts between surface transportation and water borne transportation. The design with full interchanges would further solve the surface transportation conflicts by eliminating several traffic signals that are on the existing route. There would be non-stop access for the Coos River Highway to Eastside. The access, while being non-stop, would be somewhat out-of-direction for certain moves.

Mr. Anthony's proposal, as stated above, seems to be an ideal solution for resolving the conflicts between the two competing transportation modes. However, the expenditure of 30+ million dollars to construct a new bridge and roadway, that will for all practical purposes, serve three potential boat moorages, cannot be considered as a prudent use of highway funds; therefore, it is recommended that Mr. Anthony's proposal be removed from further consideration.

MAI 14-1-1
Coalbank Sl.

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project UF-172(11)
Coalbank Slough Bridge Replacement
Oregon Coast Hwy., Coos County
Testing Information

Date: August 4, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Early in July my staff, accompanied by our Regional Bridge and Foundations Engineers, reviewed the site of the Coalbank Slough structure. Of the 5 alternates being considered, 4 of them have fills for the approaches and piles for the structure. The settlement of these fills can have a marked influence on the piling in tidal areas and also the time settlement condition can seriously affect the roadway itself.

In order to obtain some idea of the settlement, it is necessary to test the underlying soils sufficiently to determine how long and how much, and possibly in what direction the fill will settle or move. Such data could also determine the maximum height of a proposed fill. We recommend that you obtain Shelby tube testing samples for consolidation and triaxial shear tests. Also vane shear tests would assist in verification of subsoil conditions. From these tests an analysis can be made to determine the effect of the proposed alternates. Please let us know the results of this study.

For Dale E. Wilken

cc:
OSHD (G C Wills, Loc)
OSHD (F W Yarbrough, Loc)
OSHD (W J Hart, Br)
FHWA Reg 10 (R Chassie, HDE-010.4)

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STATE OF OREGON INTEROFFICE MEMO

TO: I.D. Team #1

DATE: May 22, 1981

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Study Report
Coalbank Slough Bridge
Oregon Coast Highway
Coos County

3 Versteeg
Anderson
2 Christensen
1 Olson DNf
Sullivan
Terpin
Trout
Wekerlig

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MAY 26 1981
ROAD DESIGN SECTION

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TECHNICAL SERVICES
MAY 26 '81
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Progress on the study report for subject section has reached a point wherein a determination needs to be made as to which Alternate is to be advanced and recommended for approval.

I am sure that any Alternative we recommend for approval is not going to satisfy all the factions interested in the bridge replacement; therefore, I believe we should advance an Alternative that will partially satisfy the conflicting demands as well as be within a feasible funding range.

The testimony presented at the February 4, 1981 hearing does not provide an overwhelming preference for an acceptable Alternative. In fact, if the hearing input is used as the decisive factor in selecting an alternative, we would have to recommend an Alternative that replaces the existing bridge in its present location with a low-level fixed-span structure. This testimony was presented in the form of a petition and two letters signed by 116 persons. The testimony while not favoring a low-level fixed-span as such was against a high bridge, development of the slough and displacement of homes and businesses.

Officials of Coos Bay and Coos County along with several individuals preferred Alternative 1, a low-level bascule-span structure in the same location as the existing bridge. This, they said, would be compatible to a future one-way couplet, allow development of the slough and preserve the former Evans Wood Products site for industrial development.

Persons interested in marina development on the slough preferred a high-level fixed-span structure with 20-55 feet of clearance at mean high water. The fifty-five-foot clearance would allow passage of all marine traffic, while the twenty-foot clearance would allow for passage of a majority of the marine traffic. Inclusion of a bascule-span with the twenty-foot high structure would also allow for passage of all boat traffic.

Other persons preferred additional designs or location including a complete reroute of U.S. 101 around Coos Bay and North Bend.

5-28-81
Concur with Terpin's selection.
DNf

6/2/81
Concur with your recommendation.
Christensen
cc to Terpin 6/3/81

Contains
Recycled
Materials

No input was received in favor of a No-Build Alternative; therefore, we are faced with selecting a Build Alternative for advancement.

Based on the above data, I believe we could logically recommend Alternative 4 (a median level fixed-span structure with 20 feet of clearance for marine traffic) for advancement and approval as the location and design of the proposed bridge replacement project. The recommendation of Alternative 4 without a bascule-span will probably be challanged by Mr. Elfring, Mr. Lindsay, Mr. Anthony and perhaps by the U.S. Coast Guard; however, inclusion of a bascule in the bridge could bring about intolerable highway traffic conflicts in the future, particularly if the development on the slough reaches the proportions envisioned by the developers.

Given the criteria set forth by officials of Coos Bay and Coos County, i.e., select an Alternative that is compatible between highway use and marine use; select an Alternative that encroaches the least on the former Evan Woods Products site; and, select an Alternative that reduces the displacements to a minimum, I suggest that the Study Report recommend approval of Alternative 4.

If you concur with the above suggestion, please notify me and we will continue preparation of the Study Report; however, if you desire further discussion on the proposal, also notify me and I will set a date for a Team meeting in the near future.

FET:DB:ge

cc E. S. Hunter
A. Shirley
J. B. Boyd
G. Potter
J. H. Versteeg
L. E. George
W. Hart
W. Hackleman

[illegible]
Coalbank
Sl

April 2, 1981

McInturff, Thom & Collver
Attorneys at Law
590 Commercial Avenue
P.O. Box 1117
Coos Bay, OR 97420

Attention: Kent W. Day

I apologize for the delay in a reply to your letter of February 18 concerning the proposed bridge over Coalbank Slough.

Your input, along with all others that have been received as well as information the Division has developed, will be considered in making the decision as to the type of structure to be built at Coalbank Slough.

Sincerely,

H. S. Coulter
State Highway Engineer

AS:cw 1b

bc F. E. Terpin
Gary Potter
Alfred Shirley, Jr.

McINTURFF, THOM & COLLVER
ATTORNEYS AT LAW
590 COMMERCIAL AVENUE
P. O. BOX 1117
COOS BAY, OREGON 97420

WILLARD W. McINTURFF
CAMERON C. THOM
KENT W. DAY

WILLIAM M. COLLVER (1929-1979)

TELEPHONE
(503) 267-3169
IN REPLY REFER
TO FILE NO.

February 18, 1981

State Highway Department
Transportation Division
Transportation Building
Salem, OR. 97310

Gentlemen:

As Secretary of Bunker Hill Sanitary District I have been directed by the Board of Directors to write a letter to you stating the Board's position in regards to the bridge at Coal Bank Slough. The District is directly affected by proposed changes at the bridge site since the present bridge is located in Bunker Hill within the confines of Bunker Hill Sanitary District.

The District wishes to state that its position is that it favors a low level fixed span bridge on the present location at Coal Bank Slough. The District presently maintains a line that runs between Bunker Hill and Coos Bay across the Coal Bank Slough area. The economics of maintaining this line would be much more severe if extensive dredging were to take place in the area. If the Transportation Division feels that one of the primary factors in determining what type of bridge will be placed on the Coal Bank Slough site is proposed marina development, the District feels that the Transportation Division should make further study in the Isthmus Slough area. Isthmus Slough is already navigable by small craft and tug boats that work in the area. The area of possible navigability is much further due to the length of Isthmus Slough compared to that of Coal Bank Slough. In total the District's position is that the Isthmus Slough area is a more appropriate site for possible marina development since a high span bridge is already in position at that location.

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO
FOR
Info Invest [illegible] D/R Sign Act File

Should the Division have any questions or concerns that they would wish to direct to the Bunker Hill Sanitary District, please feel free to contact myself or the Chairman of the Board of Directors, Mr. Richard Menzenberg at P. O. Box 1214, Coos Bay, Oregon 97420.

Very truly yours,

McINTURFF, THOM & COLLVER

Kent W. Day

Kent W. Day

pf

[illegible] [illegible]
[illegible]bank
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

March 4, 1981

Karl Elfving
910 Southwest Blvd.
Coos Bay OR 97420

In Reply Refer to File No. LOC 17

Dear Mr. Elfving:

In response to your telephone request, you will find enclosed a copy of a "Socioeconomic Research Report" prepared by Milan Krukar of the Environmental Section of the Oregon Department of Transportation.

You accused the state of preparing the draft of a petition which was submitted by Minnie Mae Willett. All my searching indicates to me that that is not true. No one from the Department of Transportation drafted that petition.

You indicated to me that you had seen an envelope with the Department of Transportation return address in the possession of Ms. Willett. That envelope probably contained acknowledgement of the receipt of the above mentioned petition. For your information I am enclosing a copy of that acknowledgement letter.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw
Encl.

cc H. S. Coulter ✓

RECEIVED
STATE HWY ENGR
MAR 6 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

Form 734-3122

Tr. A1 14-1-1
Coalbank
Sl.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

February 17, 1981

Coos County Board of Commissioners
Coos County Courthouse
Coquille OR 97423

In Reply Refer to
File No.: LOC 17

NOTED
E. S. HUNTER

Gentlemen:

This will acknowledge receipt of your letter concerning the proposed Coalbank Slough Bridge replacement. Your comments will be considered in the making of the final decision.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.
ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

cc Frank Terpin
Gary Potter

Comment letter
pls. distribute

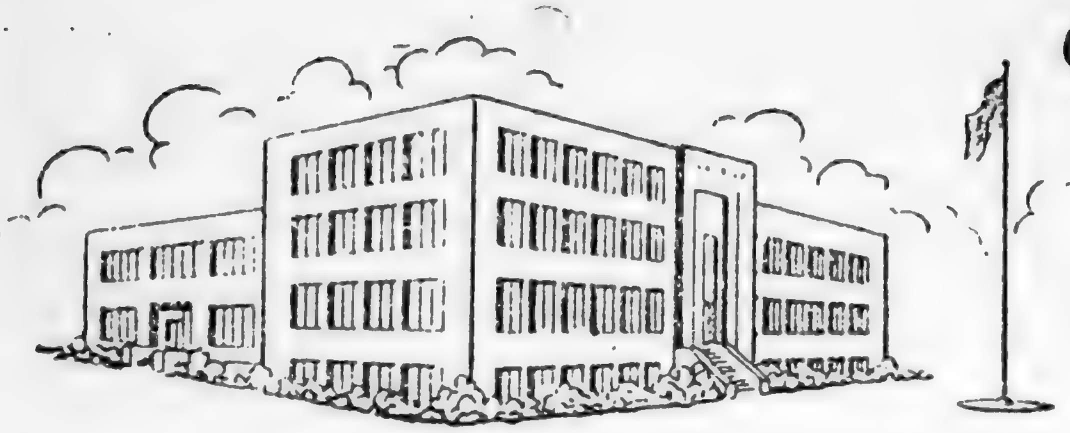
ENVIRONMENTAL SECTION
February 20, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
Walt Hart
Ernest Valach, FHWA
Gerald Parker
Tom Lowe
Bill Brown, Dis. 7

RECEIVED
TECHNICAL SERVICES
FEB 23 '81
REFER TO
FOR

Info	Inver	R/D	D/R	Sign	Act.	File

Form 734-3122



County of Coos

BOARD OF COMMISSIONERS
COOS COUNTY COURTHOUSE
COQUILLE, OREGON 97423
Phone: 396-3121

R. A. "Bob" Emmett
Ed "Doc" Stevenson
Jack L. Beebe, Sr.

ROSEBURG REGION
RECEIVED
FEB 13 1981

[✓ R.E.]	[✓ RME]	[✓ RCE]	ROE	TE
RUE	DES	RSR	[✓ RPE]	RLE
GEO.	FAE	RRI	AS	

February 9, 1981

Alfred J. Shirley, Jr.
Hearings Officer
Oregon Transportation Commission
Transportation Building
Salem, Oregon 97310

SUBJECT: PROPOSED COALBANK SLOUGH BRIDGE REPLACEMENT

Dear Mr. Shirley:

The Coos County Board of Commissioners has reviewed the Draft Environmental Impact Statement on the Coalbank Slough Bridge Replacement. The draft EIS is well-organized, easy to read, and contains a good analysis of current problems and possible future impact.

The Board is acutely interested in promoting adequate boat moorage in Coos Bay. This includes the possibility of developing moorage in Coalbank Slough. Likewise, the Board fully recognizes the importance of protecting the integrity of U.S. highway 101, our major intercounty transportation corrodor. The Board feels that resolving conficts between these competing transportation uses should be one of the main objectives of your EIS.

Therefore, as promised by our representative at your public hearing in Coos Bay on February 4, 1981, we offer the following specific comment that should be addressed in the final EIS:

1. We concur with the concern expressed by the City of Coos Bay that the selected alternative should interfere as little as possible with the former Evans Wood Products Industrial Site (west of Coalbank Slough and north of U.S. Hwy. 101).

2. We are very concerned about what appeared to be highly adversed conditions for U.S. Highway 101 traffic flow when a bascule span bridge is opened. Further, we question the practicality of a bascule bridge if adverse traffic impacts preclude opening the bridge during regular hours.

3. We ask that you consider as an additional (build) alternative the bridge concept presented by Mr. Fred Anthony at your February 4, 1981, hearing. Mr. Anthony discussed this concept with the Board of Commissioners on February 9, 1981, and the Board finds that the substantial benefits of the proposal merit further study; please address this concept in your final EIS.

4. We ask that the final EIS contain a more thorough discussion of the possibility of a major reroute of U.S. Highway 101 around portions of Coos Bay/North Bend area. Given the expected future development of Coos Bay as a deep-draft port, we hope to the final EIS will address this long-range planning concern. The Board believes that the proposed improvements to the Coalbank Slough Bridge constitute little more than a bandaid solution to the area's overall transportation problems.

5. We question whether a responsible decision is possible without better knowledge of the kinds of vessels intended to be moored in Coalbank Slough. We recognize that the Draft Coos Bay Estuary Management Plan is silent as to the kinds of vessels proposed for Coalbank Slough moorage, and will urge Coos Bay Estuary Inter-Agency Task Force to resolve this question and provide the answer to the Department of Transportation. We would expect this answer to be forthcoming within six months.

We are encouraged that progress in replacing the bridge is finally under way and we sincerely appreciate the opportunity to participate in the selection process. However, until our expressed concerns are addressed, we feel that the technical information provided in the draft EIS is not sufficient to enable us to recommend a specific build alternative.

Sincerely,
COOS COUNTY BOARD OF COMMISSIONERS

Robert Emmett
Chairman

Jack L. Beebe
Commissioner

Ix Stevenson
Commissioner

BOC/WPG/cah

cc: City of Coos Bay
Coos Bay InterAgency Task Force (c/o Crystal Shoji)

F. H. 14-1-1
Coalbank
Sl.

VICTOR ATIYEH
GOVERNOR

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

RECEIVED
TECHNICAL SERVICES
FEB 19 '81
REFER TO
FOR
Info Invest R/D D/R Sign Act File

NOTED
E. S. HUNTER

ENVIRONMENTAL SECTION
February 19, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Ernest Valach
Alfred Shirley
Gerald Parker
Tom Lowe
Bill Brown, Dis. 7

February 10, 1981

Kay Wilcox
IRD
155 Cottage Street N.E.
Salem, OR 97310

Dear Kay,

On December 1, 1980, I commented on Oregon Department of Transportation's Draft Environmental Impact Statement on Coal Bank Slough Bridge Replacement (PNRS 8011-4-1130). That letter suggested ODOT's consistency determination of compliance with the Statewide Planning Goals be included in Appendix B.

There are actually four sections where planning considerations are addressed in the DEIS: Planning and Zoning (III-16); Existing Lane Use and Trends (III-19); Conformance with Goals and Plans (IV-30); and Statewide Planning Goals (Appendix B). The intent of our initial comments was that land use considerations could be made clearer if they were consolidated into as few sections as possible.

The Oregon Department of Transportation does a good job of describing the possible Goal issues to be considered in the project's final analysis. The description of whichever alternative is chosen will also have to include a Goal analysis addressing how the chosen alternative is consistent with Oregon's Coastal Management Program. Basically, findings of compliance must include:

1. A determination of which legal standards (Goals) apply to the activity;
2. Findings supported by basic facts demonstrating that approval of the project is consistent with the applicable Goals;
3. A conclusion explaining the rationale for how the sum total of the facts support the decision as being consistent with the Goals.

This should clarify the intent of our December 1, 1980 comments to your office.

Sincerely,

Jeff Michel
Coastal Program Coordinator

cc: Glen Hale, Coastal Field Office
Gary Potter, ODOT Environmental Section

JM:af
4318A

RECEIVED
ENVIRONMENTAL
SECTION
FEB 17 1981

Referred to Manager ✓
Proj. Coord. ________ Res. Coord. ________
Eng. Coord. ________ Adm. Asst. ________
Sec. ________ File ________

Comment letter - pls. dist.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
2478C

February 4, 1981

R. J. Stirling
962 South Tenth
Coos Bay, OR 97420

Coalbank Slough Bridge
Oregon Coast Highway
Bridge 2478C

Your suggestion of a lock and gate system as a solution to the Coalbank Slough crossing is a unique one. The extremely poor subsoil conditions at the Slough appear to eliminate it from consideration.

A lock system at the Coalbank Slough site would have to operate with the gates in a normal open position in order to maintain flushing action in the Slough. The resulting siltation of the lock chamber would create significant operational problems and accompanying high maintenance costs. The mechanical and pumping systems for specialty work, such as boat locks, are both high in initial and long-term maintenance costs.

Thank you for your suggestion. This approach does not appear practical at this site, but the idea is intriguing nevertheless.

Walter J. Hart
Bridge Engineer

WJH:jrb

bc: H. S. Coulter
Region III
Bill Brown, District Engineer

RECEIVED
STATE HWY ENGR
FEB 5 '81
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

Form 734-3122

January 30, 1981

Oregon Highway Division
Administrator & State Hwy Engineer
State Highway Building
Salem, Or 97310

Re: Coalbank Slough Bridge
Coos Bay, Oregon

Dear Sir:

In studying the various alternatives requested regarding a new Coalbank Slough Bridge, I would like to offer a simple solution for consideration which would solve all of the special interest problems and also have the possibility of being a major tourist attraction.

As they do all over Europe and in many places is the eastern U.S., build a "Lock"

1. Can be used in conjunction with the 20' span.
   (a) least right-of-way purchase necessary.
   (b) very few changes necessary on access roads.
   (c) 20' allowes most boats to go through without using.
2. The sides are part of the bridge foundation.
3. If built long enough, future road widening could be done without halting road or water trafic.
4. No interruption of traffic as with a draw bridge.
5. Height of boats which could go through would only be limited by the depth of original construction.
   (a) Water would only have to be lowered enought to accomadate the particular boat going through.
6. TOURIST ATTRACTION - As far as I know, it would be the only one in the Western United States on a major highway.

Sincerely yours

RJ Stirling

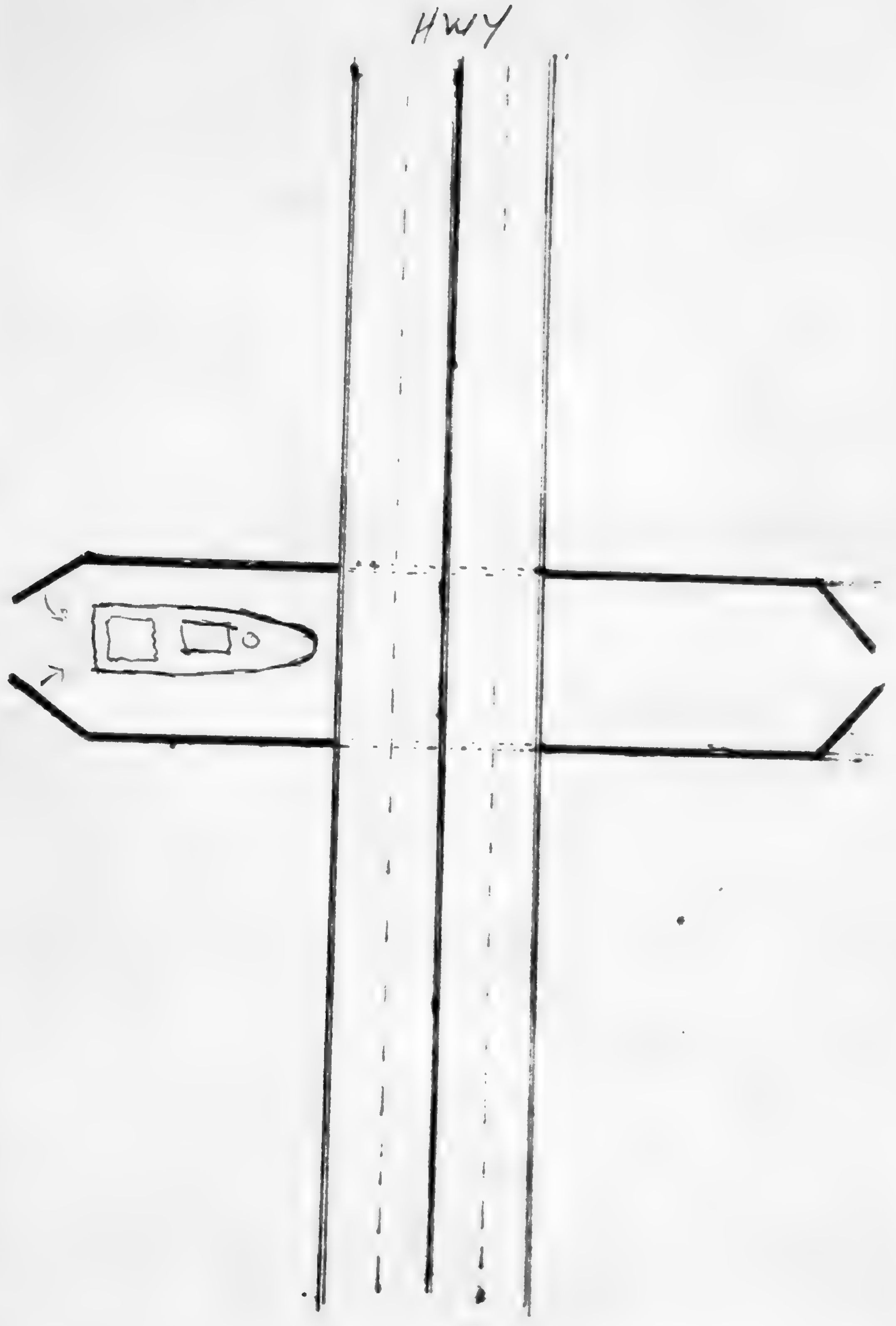
R. J. Stirling
962 So. 10th
Coos Bay, Or 97420

Co-associate
John Garrison
Coquille, Oregon

cc/The World
Atty Roger Gould
Karl Elfving

RECEI
STATE HW
FEB 3 '81
REFER TO
FOR
Info Inves R/D D.R Sign Act File

RECEIVED
FEB -3 1981
BRIDGE SECTION


HWY

Fr, Al 14-1-1
Coalbank Sl

ENVIRONMENTAL SECTION
January 16, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Glen Green
Alfred Shirley
Gerald Parker
Tom Lowe
Bill Brown

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Executive Department
155 COTTAGE STREET N.E., SALEM, OREGON 97310

January 12, 1981

Gary A. Potter, Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Bldg
Salem, OR. 97310

NOTED
E. S. HUNTER

Dear Mr. Potter:

Coalbank Slough Bridge Replacement
PNRS 8Q11 4 1130

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Departments of Fish and Wildlife, Land Conservation and Development, Energy, Lands, Historic Preservation, Economic Development and Environmental Quality offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Kay Wilcox
CB

Kay Wilcox,
A-95 Coordinator

KW:cb

RECEIVED
TECHNICAL SERVICES
JAN 19 '81
REFER TO
FOR
Info | Inves | R/D | D/R

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon , 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 8011 4 1130 Return Date: DEC 26 1980

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Agency Fish & Wildlife By James A. Newton
ENVIRONMENTAL MANAGEMENT SECTION 12/31/80

PNRS 8011 4 1130

The Oregon Department of Fish and Wildlife has reviewed the Coalbank Slough Bridge Replacement draft environmental impact statement. The statement appears to adequately describe the potential environmental impacts of the various alternatives.

The statement mentions the loss of some wetland areas as a result of construction activities. However, there is no discussion of mitigation as required by planning Goal 16 for the loss of this habitat. A mitigation discussion should be included in the Final EIS.

The Final EIS should also consider the Draft Coos Bay Estuary Plan. The plan, which has been developed by an interagency and local jurisdiction task force, delineates future land-use options around the estuary, including Coal Bank Slough. Some of the statements in the Draft appear irrelevant, based on material contained in this plan.

The Department also requests that the following conditions be observed during project construction:

1) Provisions shall be made to protect water quality in Coal Bank Slough.

2) Disturbed soils shall be stabilized and revegetated.

3) In-water work shall be conducted during the September 15 to January 15 period.

4) All project debris shall be removed from the site.

5) Future project planning and implementation shall be closely coordinated with Bill Mullarkey, district fish biologist.

Mr. Mullarkey can be contacted at 300 - 5th Street Bay Park, Coos Bay, Oregon 97420, telephone number 269-1200.

We appreciate the opportunity to review and comment on this environmental statement.

cc: Bill Mullarkey

COOS CO./JM

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Return Date: DEC [illegible]

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(✓) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

WHILE CITY AND COUNTY PLANS ARE VALUABLE FOR THE INFORMATION THEY PROVIDE ON LOCAL LAND USES, UNTIL THEY ARE ACKNOWLEDGED BY THE LCDC CONSISTENCY WITH OREGON'S LAND USE PLANNING PROGRAM MUST BE BASED ON THE GOALS. I SUGGEST YOU USE THE TABLE IN APPENDIX B TO MAKE FINDINGS OF CONSISTENCY FOR THE SELECTED ALTERNATIVE.

Agency LCDC By 12/1/80

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon , 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 8011 4 1130 Return Date: DEC 26 1980

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(✓) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

see attachment

Agency Energy By Henry S Markus

STATE OF OREGON

INTEROFFICE MEMO

TO: Henry Merkus

DATE: 12-8-80

FROM: Jon Christenson

SUBJECT: DEIS comments / Notes

Goals 16 Estuarine Resources and 17 coastal shorelands are given only superficial review. Failure to review the mitigation requirements in the context of anticipated energy facilities may constrict future development. The mitigation program is not well defined. Mitigation banking is also an alternative that needs to be considered.

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125-1307

SP*75603-125

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon, 97310
Phone Number: 378-3732

DEC 24 [illegible]

PNRS STATE REVIEW

Project #: 8011 4 1136 Return Date: DEC [illegible]

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

RECEIVED
NOV 25 1980
DIVISION OF STATE LANDS

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Mitigation for loss of wetland was only mentioned for Alternative #1 (pg. IV-9), Alternative 2, 2A & 4 will also result in wetland losses of approx. 0.20 acres. Even if the quality of wetlands lost is deemed minimal at best under Alts. 2, 2A & 4, some form of mitigation may be required by the Director of the D.S.L. if a state removal-fill permit is required for this project.

Agency Lands By Wm Park

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: [illegible]   Return Date: [illegible]

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Draft EIS
Coalbank Slough
Bridge replacement
Coos Co.

there is an archaelogical site on the slough (see page III-11) to the east (Catching slough)

Agency Historic Preservation By L Gilsen

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

DEPT. OF ECONOMIC DEVELOPMENT
NOV 28 1980

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon , 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: [illegible]   Return Date: [illegible] 2[illegible] 1980

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

- ( ) This project has no significant environmental impact.
- (☒) The environmental impact is adequately described.
- (☒) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.
- ( ) No comment.

Remarks

Alternative 4 appears to be in the best interests of both ODOT and the communities abutting the bridge. Development of [illegible] [illegible] as a recreational waterway including industrial, commercial and residential construction adjacent to the waterway will take place [illegible] [illegible] ease of access is assured by a bridge [illegible] [illegible] to negotiate [illegible] height of at least 20 feet. [illegible] [illegible] Draft Stmt. and it is desired that the City of [illegible] [illegible] [illegible] Bay [illegible] [illegible] a one-way couplet utilizing [illegible] [illegible] for north bound traffic. [illegible] [illegible],

Agency Economic Dev.   By Richard [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon, 97310
Phone Number: 378-3732

RECEIVED
NOV 25 1980
PUBLIC AFFAIRS

PNRS STATE REVIEW

Project #: 8011 4 1130 Return Date: DEC 26 1980

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Page III-5, Under Fecal Coliform Levels,

Remove second sentence that reads: "This is undoubtedly due to a nearby sewage treatment plant." Such a statement is without good basis— Coliform bacteria in Coalbank Slough come from a multiple of land sources.

Agency DEQ By Glen Carter
12/1/80

STATE OF OREGON INTEROFFICE MEMO

ENVIRONMENTAL QUALITY 229-5360
DEPT. TELEPHONE

TO: Kay Wilcox, State Clearinghouse DATE: December 11, 1980

FROM: Norman Jette, DEQ Noise Control

SUBJECT: Draft EIS Coalbank Slough Bridge Replacement,
Coos Bay (8011-4-1130)

The DEQ Air Quality Division has no comments on this project. The following are the DEQ Noise Pollution Control Section's comments:

Generally, the noise analysis for the Coalbank Slough Bridge Replacement project was adequate. We recommend the following ranking of project alternatives be used when selecting the alternative for construction. The best alternative, from the standpoint of noise impact, is listed first and the worst alternative is listed last:

Alternative 1
Alternative 2, 2A, or 4
Alternative 3

Alternative 3 has the most noise impacts associated with it. If alternative 3 is selected for construction, we recommend noise barriers A, B, and C also be constructed to reduce the noise impact.

NLJ:pw

H,A, 14-1-1
ENVIRONMENTAL SECTION
January 12, 1981
Coalbank Sp
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
Walt Hart
F. E. Terpin
Glen Green
Alfred Shirley
Gerald Parker
Tom Lowe
Bill Brown

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-3

2 January 1981

Mr. Gary A. Potter
Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Potter:

We have reviewed the Draft Environmental Impact Statement entitled Coalbank Slough Bridge Replacement, Oregon Coast Highway, Coos County, Oregon, and have the following comments related to our areas of responsibility for flood control, navigation, hydropower, and regulatory functions:

1. As discussed under Wetland Impacts on page IV-8, alternatives 1, 2, 2A, 3, and 4 would all necessitate some wetland fill, thus, the selected plan may require a Section 404 Permit pursuant to the Clean Water Act of 1977 depending upon the quantity and location of fill. Please contact Burt Paynter of our Regulatory Functions Branch (503-221-6995) to discuss this possibility. Also, if fill is required for pier placement, the same comment would apply.

2. Page IV-2. Water Quality. Will the arrangement of the new bridge piers adversely affect the existing poor tidal flushing of the slough? Will leaving some of the old piling as aquatic habitat while placing new piers impact tidal flushing? If so, a discussion of the effects on existing water quality should be added.

3. Page IV-27. Potential Indirect Impacts. A more detailed discussion should be added that addresses increased development potential from higher elevated or bascule type bridges that would cause a worsening water quality condition in Coalbank Slough. For example, increased pressure on the already inadequate sewage treatment plant for the Bunker Hill area, loss of wetlands resulting in a degradation of water quality related values, an increase in polluted surface runoff from more impervious surfaces, and increased industrial/commercial/residential-related pollution could be discussed.

Thank you for the opportunity to comment.

Sincerely,

ROBERT P. FLANAGAN
Chief, Engineering Division

RECEIVED
TECHNICAL [illegible]
JAN 13'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE WASH. 98174
PHONE (206) 442-5864

ENVIRONMENTAL SECTION
January 6, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Glen Green
C. O. Fredrickson
Chuck Pietrok
Howard Johnson
Bill Kappus

16590
Serial 544
31 December 1980

State of Oregon
Department of Transportation
ATTN: Mr. Gary A. Potter
Manager, Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: Proposed Replacement of Highway Bridge
Across Coalbank Slough, Coos County,
Oregon

NOTED
E. S. HUNTER

Gentlemen:

The Draft Environmental Impact Statement (EIS) concerning the above-referenced project has been received. The following comments are provided for your information and consideration:

1. On Page I-2, "Need and Purpose", the sentence beginning with the phrase "The Coast Guard ruled that..." should be changed to read "At the request of the State of Oregon, the drawbridge operating regulations were changed to provide that..." The revision is suggested to ensure that readers understand that the new regulations came about as a result of a proposal by the State, as described more fully in the EIS on Page I-4.

2. Because each of the "build" alternatives would involve the taking of wetlands, in the event that construction of a new bridge is proposed, the Final EIS should include a finding that there is no practicable alternative to such taking.

3. When a proposed action is selected, appropriate mitigation measures should be specified in the Final EIS. Terminology such as "could" or "may" in reference to mitigation should be replaced by "will".

4. Pages IV-16 and IV-17 include a discussion of the costs to highway users resulting from two bridge openings a day. The rationale for selecting an average of two openings should be described, especially in light of the statements regarding the history of the bridge and the very limited number of previous openings. In addition, any calculation of delay costs for highway traffic also should include a discussion of the economic impact and cost-savings for the waterborne transportation projected to require bridge openings.

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SPEED LIMIT 55
It's a law we can live with.

31 December 1980

Subj: Proposed Replacement of Highway Bridge Across Coalbank Slough,
Coos County, Oregon

As noted in my letter of 22 July 1980, Alternative 2A would not provide for the reasonable needs of navigation. Based on a thorough review of your Draft EIS, it appears that Alternative 1 would not only provide for highway and waterway traffic, but would have the least overall adverse environmental impact. Construction of the low-level bascule bridge would preserve future waterway options at a cost that would be only slightly more than that of a fixed bridge providing 20 feet or more of vertical clearance. The small additional cost appears to be more than compensated for by the reduction in impacts. It is recommended, therefore, that Alternative 1 be selected as the proposed action. If you should have any questions regarding Coast Guard comments, please contact Mr. Wayne Lee or Mr. John Mikesell of my bridge administration staff.

Thank you for the opportunity to review and comment on the Draft EIS.

Sincerely,

J. H. HOLMEAD III
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

United States Department of the Interior
OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 N.E. Multnomah Street, Suite 1692, Portland, Oregon 97232

NOTED
E. S. HUNTER

December 29, 1980

ENVIRONMENTAL SECTION
January 12, 1980

ER 80/1418

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, NW
Salem, Oregon 97301

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Alfred Shirley
Gerald Parker
Bill Brown

Dear Mr. Green:

The Department of the Interior has reviewed the Draft Environmental Impact Statement for the Coalbank Slough Bridge Replacement, Oregon Coast Highway, Coos County, Oregon, and offer the following comments.

NOTED
E. S. HUNTER

General Comments

Based on the information submitted, the proposed design alternatives will infringe on adjacent wetland areas. These wetlands are of natural origin and since construction activities include alteration of these areas, then specific provisions for mitigation of any adverse impacts should be outlined in the final document.

It should be noted that certain activities related to bridge construction may require permits for which the Department of the Interior has review responsibilities. It is possible that the Fish and Wildlife Service could request denial of permits if damages to fish or wildlife would be excessive, or if specific stipulations are not included in permits to mitigate losses. Such activities should, therefore, be closely coordinated with the Fish and Wildlife Service and other resource agencies before permit applications are submitted to assure that fish and wildlife needs have been adequately addressed.

Sincerely yours,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

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JAN 12 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act

ENV 3

November 19, 1980

TO: ALL INTERESTED FEDERAL AGENCIES

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Draft Environmental Impact Statement
U-172(11)
Coalbank Slough Bridge Replacement
Oregon Coast Highway
Coos County

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact the Environmental Section, 412 Transportation Bldg., Salem, Oregon 97310. Telephone: 378-8486.

GAP:lb

Attachments

bc: Glen L. Green
E. S. Hunter
D. E. Swan
D. H. Moehring
Alfred Shirley, Jr.

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TECHNICAL SERVICES
NOV 21 '80
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FOR

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 19, 1980

TO: Executive Department
Federal Aid Coordination Unit

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

NOTED
E. S. HUNTER

SUBJECT: Draft Environmental Impact Statement
District No. 7
U-172(11)
Coalbank Slough Bridge Replacement
Oregon Coast Highway
Coos County

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact the Environmental Section, 412 Transportation Bldg., Salem, Oregon 97310. Telephone: 378-8486.

GAP:ct

Attachments

bc: G. L. Green
E. S. Hunter
D. E. Swan
R. H. Prange
B. L. Gifford
Alfred Shirley
Bill Brown

RECEIVED
TECHNICAL SERVICES
NOV 19 '80
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FOR

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Form 734-3122

[illegible]

[illegible]
Coalbank Sl
Sp

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

September 3, 1980

E. M. Berg
702 Empire Avenue
Coos Bay OR 97420

In Reply Refer to
File No.:

Dear Mr. Berg:

Your letter of August 21 concerning the Coalbank Slough Bridge and addressed to the Highway Commission in Salem has been received by this office.

The Highway Division does have plans to replace the existing bridge, however, it is necessary for us to have a proper public hearing to advise the public and all other interested people and agencies of the various proposals being considered. Based on the testimony at the public hearing and all other input received and developed, the decision on what to do can then be made.

We anticipate the hearing will be held sometime this fall and there will be adequate notice in the news media of the time and place for that hearing.

We certainly invite you and would appreciate any input you would have to offer.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

NOTED
H.S. COULTER

as/cw

bc H. S. Coulter

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STATE HWY ENGR
SEP 4 '80
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STATE HWY ENGR
AUG 27 '80
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Inves
R/D
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Sign
Act
File

702 EMPIRE Ave.
Coos Bay Oregon
August, 24, 1980

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

From my window, one block above the Doughnut House near Hill Street, you can see that a new bridge across the Coal Bank Slough close to the Old one on north side is the Best route.

Living in Bunker Hill since 1910 I have seen many changes the worst one in 1937 when you just drew your route on paper without regard to the consequences.

The route through B.H. from Centre St. to Edwards cost way too much and Coos County lost many tax payers

Had you gone along side the Railroad there would be so many homes still paying taxes to Coos Co. instead of a whole block of unstable land in your possession.

Sincerely

E. M. Berg

I want to know

Q: I WANT TO KNOW about regular and unleaded gas and also about different state regulations for catalytic converters on new cars. Why does unleaded gas cost more when lead is an additive to regular gas? Are there different regulations for different states concerning catalytic converters on cars? Or are the emission control standards the same?

A: Maurie Bassett, Bassett-Hyland Energy Co., distributors of Chevron Products, explained that no-lead gas costs more because it requires a higher level of refining.

Lead, he said, is used as an additive to boost octane levels. To produce that same octane level without the use of lead requires more refining and thus more cost.

A spokesman for the state Department of Environmental Quality said that each new car must meet an emission control standard, but each car maker is given the latitude to use what ever design method they decide is adequate. "New cars must meet emission standards," he said, "and there would be no need for a catalytic converter if the car can reach those standards without it."

California is the only state with higher emission stan-s than those established by the federal government and ch the other 49 states adhere, the spokesman said.

ws do vary from state-to-state, however, on removal of catalytic converters from those cars that require them. In Oregon they can't be taken off and the gas stations or mechanics doing the work are liable.

In other states it is illegal for the individual to remove the device. Nationwide, the regulations state that the converters can't be taken off if the car burns unleaded gas only with the gas station owner liable for the removal.

Q: I WANT TO KNOW if the state highway department is going to replace the Coal Bank Slough Bridge. There is a rumor going around that a state highway department man called on a man in Bunker Hill and told him the state is going to buy his house and the rest of the property in that area for the new Coal Bank Slough Bridge.

A. District engineer Bill Brown of the state highway department told The World, "There is a definite commitment to replacing the Coal Bank Slough Bridge."

According to Brown, state environmentalists have been searching the area and public hearings on placement of the w bridge will be held within the next 90 days. Three different construction locations are being considered by the te, he added.

However, Brown said, the state is "definitely not buying rights-of-way" at this time.

The questions for the I Want To Know column may be mailed in to The World at P.O. Box 779, Coos Bay 97420. Staff orters will obtain the answers from appropriate sources. questions need not be signed.

I KNOW The MAN He is 75 YeARS OLD Aug 23, 1980
CAYiNg because He LiKes where He Lives over 50 YeARS

[illegible]
Coalbank

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442-5864

copy to: Walt Hart
A. Shirley
Ed Hunter
Gd
this to file

16590
Serial 342
22 July 1980

State of Oregon
Department of Transportation
Highway Division
ATTN: Mr. Gary A. Potter
Manager, Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: Proposed Replacement of Highway
Bridge Across Coalbank Slough,
Coos County, Oregon

Gentlemen:

Your letter dated 16 June 1980, forwarding a copy of the preliminary draft Environmental Impact Statement (EIS) for the above-referenced bridge, has been received. An initial review has been completed and the following information is provided concerning navigational considerations for Coalbank Slough. Comments on other aspects of the proposed project will be held in abeyance at this time.

Coalbank Slough is tidal at the site of the proposed bridge project and is, therefore, a navigable water of the United States for bridge permit purposes. A Coast Guard bridge permit would be required for any of the proposed alternatives, with the exception of the "No-Build Alternative" (Alternative 5). Review of information relating to Coalbank Slough has resulted in a preliminary determination that any replacement structure across the waterway at, or adjacent to, the site of the existing highway bridge should provide at least 20 feet of vertical clearance at mean high water in order to meet the reasonable needs of navigation. This determination reflects the views of such agencies as the City of Coos Bay, the Port of Coos Bay, and the Coos-Curry Council of Governments. It should be noted that these views have been expressed as recently as April, 1979. Alternatives 1, 2, 3, and 4 would provide vertical clearances meeting the recommendations of the above-cited agencies; Alternative 2A would not. Alternative 5 would not change the present situation.

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JUL 28 '80
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FOR
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NOTED
E. S. HUNTER

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It's a law we can live with.

22 July 1980

Subj: Proposed Replacement of Highway Bridge Across Coalbank Slough

Selection of a proposed alternative should include input from the agencies listed above and should recognize that a low-level fixed bridge would not meet the reasonable needs of navigation (Alternative 2A). These concerns should be incorporated in the draft and final EIS's, especially in the discussions of the history of the bridge and of public and agency input and coordination.

If additional information regarding Coast Guard concerns is needed or if you should have questions as to navigational requirements for the affected waterway, please contact Mr. Wayne Lee or Mr. John Mikesell of my staff for assistance.

Sincerely,

J. H. Holmead

J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

[illegible]
Coalbank

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-5552~~ 440-3399

Mr. Melvin Berg
702 Empire Avenue
Coos Bay, OR 97420

January 17, 1980

In Reply Refer to
File No.: MAI 14
PLA 6

Dear Mr. Berg:

Replacement of the Coalbank Slough Bridge is included in the Six-Year Highway Improvement Program. Until that time we must do whatever is necessary to maintain the existing structure in a condition that will provide safe and reasonably comfortable use by the travelling public.

I can't tell you at this time when work will commence on the new structure, but it's at least two or three years away. Until all the hearings and other legal requirements have been taken care of, actual design cannot be started.

We share your concern about expenditures on an old "dog" like Coalbank Slough Bridge, but there doesn't appear to be any alternative for the time being.

Cordially,

ORIGINAL SIGNED BY J. X. WILSON
J.X. WILSON
Regional Maintenance Engineer

jxw/cp

cc: H.S. Coulter
B.E. Brown

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STATE HWY ENGR
JAN 21 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

702 EMPIRE Avenue
Coos Bay, Oregon 97420
JANUARY 9, 1980

Oregon State Highway Commission
Salem, Oregon

ROSEBURG REGION
RECEIVED
JAN 14 1980

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RFR	RLE
ENV	FAE	RBI	SEC	

Dear Sir:

From my window at corner of Hill and Empire avenue in Bunker Hill I watch the Highway Department waste time and money working on the bridge over Coal Bank Slough on Coos Bay

I did not count the number of times they were there. I know there were too many last year.

They have been there now for a week. I intend to count the number of times this year. With the price of gas now how can you stand this continued repairing just put in a new bridge right along side the old one on the North side. Remove the Shell Station and you will have good access to new Bridge.

Sincerely a concerned Citizen

Melvin Berg

RECEIVED
STATE HWY ENGR
JAN 11 '80
REFER TO Shirley
FOR

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Road Design Section 378-6558

Tony George, Engineering Coordinator
Environmental Section

December 27, 1979

for A. D. Olson
Preliminary Design Engineer

Coalbank Slough Bridge
Oregon Coast Highway
Coos County

There are two sound barrier proposals in the noise study report. One proposal would be to construct three barriers, A, B and C between stations 37+50 and 47+35 Lt. The other proposal is to connect all three barriers, closing the road connections to the highway from Harriet Street and Flanagan Street. The highway access would then have to be by Hill Street.

The most feasible design for these barriers, with the exception of walls on structures, would appear to be walls constructed with precast concrete panels, concrete block walls, or walls with sound absorbing panels. These walls all cost approximately the same to construct.

Earth berms or berm/wall combinations were not considered practical as the proposed right-of-way is not adequate for construction of a berm or berm/wall combination in some areas. In other areas the cost to construct the berm/wall combination would equal the cost of constructing a wall that would provide the same attenvation.

Both sound barrier proposals would require a section of wall on the proposed structure. The most feasible design for this section of wall would appear to be a steel wall fastened to the outside of the bridge railing between stations 37+50 and 39+90 Lt. This section of wall would need to be approximately 8 feet high. The estimated cost to construct this section of wall is $60,000 at an average cost of $250 per lineal foot.

Barrier A: The most feasible location for the remaining section of wall between stations 39+90 and 41+80 Lt. would be outside the proposed sidewalk, approximately 38 feet from centerline. This section of wall would need to be approximately 8 feet high. The estimated cost to construct this section of wall is $25,000 averaging $135 per lineal foot over the 190 foot length. This section of wall connected to the section of wall on the structure would make the total length of barrier "A" 430 feet long. The total cost $85,000.

1 Verstoeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
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Barrier B: This wall placed outside the proposed sidewalk, approximately 38 foot left of centerline would need to be 8 to 9 feet high and 165 foot long. This wall is 60 foot short of the wall proposed in the noise study report in order to achieve the proper sight distance for safe access to the highway from Harriet Street. The estimated cost to construct this wall is $24,000 at an average cost of $144 per lineal foot. The amount of mitigation this wall would provide will have to be re-evaluated.

One alternative is to construct a wall at the proposed right-of-way line. This wall would need to be approximately 9 to 15 feet high and 230 foot long. This wall would cost approximately $45,000 to construct at an average cost of $196 per lineal foot.

Barrier C: The proposed right-of-way line would be the most desirable location for this wall. This wall would need to be approximately 9 feet high and 215 foot long. The estimated cost to construct this wall is $30,000 at an average cost of $144 per lineal foot.

Barrier ABC: This wall, formed by connecting barriers A, B and C together would need to be approximately 8 to 9 feet high and 985 foot long. The most feasible location for this wall is outside the proposed sidewalk or bridge railing between stations 37+50 and 45+20 Lt. and at the proposed right-of-way line between stations 45+20 and 47+35 Lt. The total estimated cost to construct this wall is $170,000.

Barrier ABC would increase the barrier effectiveness, however the residents living in the area would have to travel greater distances for access to the Oregon Coast Highway. Residents on Harriet Street would have to travel approximately a quarter mile farther to reach Harriet Street on the other side of the highway.

This would be a Type 1-B project.

ADO:ep

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 15, 1979

Salem, OR 97310

FILE:

Tony

FROM: Anthony J. George, Eng. Coordinator
Environmental Section

TO: J.H. Versteeg
Road Design Engineer

SUBJECT: DEIS Noise Report
Coalbank Slough Bridge
Oregon Coast Highway
Coos County

The attached noise study report investigates potential sound barriers. The evaluation of mitigation begins on Page 8. Table 7 lists the specific data for barrier alternatives, while Figure 5 shows the approximate barrier locations. These barriers provide total or partial mitigation for nine residences.

The cross-sections of this area show that berm or berm/wall combinations might be feasible. Sound Barrier "A" would require a wall on a portion of the structure over Coalbank Slough. In addition, an alternative of connecting all three barriers by closing off two road connections is presented. (This action would increase barrier effectiveness).

Please analyze the sound barriers for cost, feasibility, and alternative engineering designs. If you have any questions, please contact Steve Lindland or myself. Thank you for your assistance.

AJG:ct

Attachment

cc: A.D. Olson
Steve Lindland

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Versteeg
Anderson
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Figure 5(a)

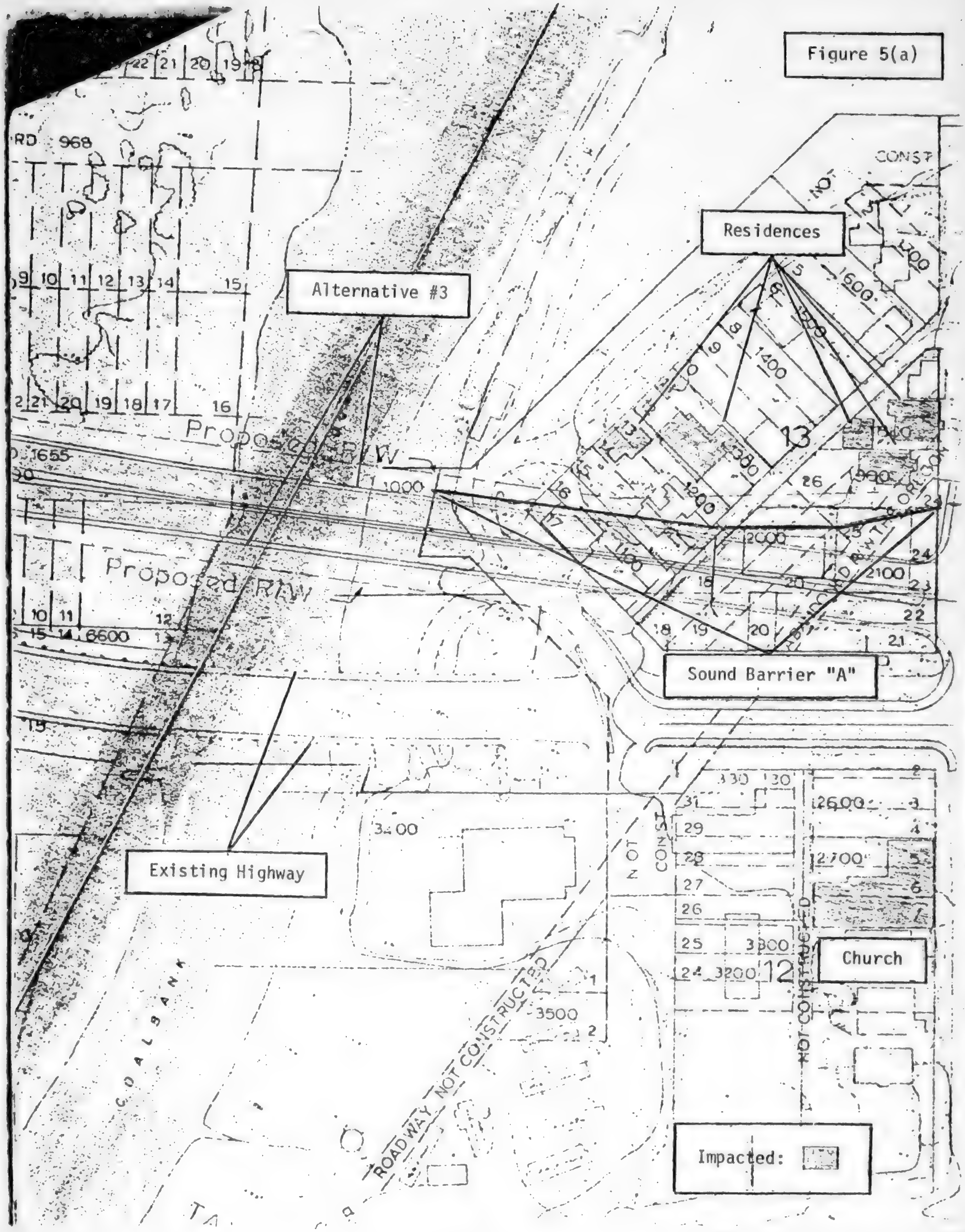
Alternative #3
Residences
Sound Barrier "A"
Existing Highway
Church
Impacted: ▨
Proposed R/W
Proposed R/W
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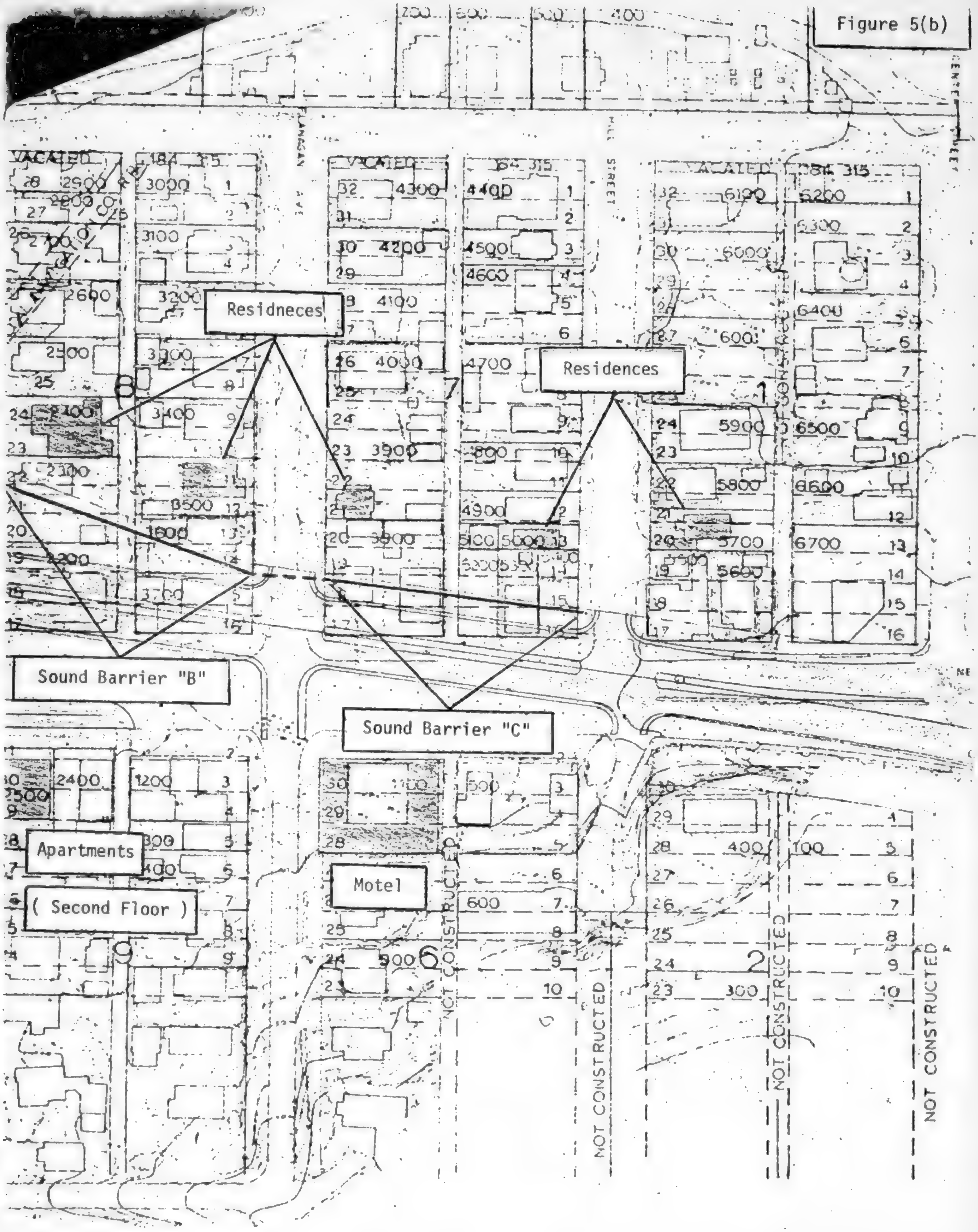
Figure 5(b)


Residneces
Residences
Sound Barrier "B"
Sound Barrier "C"
Apartments
(Second Floor)
Motel
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VACATED
NOT CONSTRUCTED
NOT CONSTRUCTED
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NOT CONSTRUCTED

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - ODOT 378-6883
DEPT. TELEPHONE

TO: G. Potter J. H. Versteeg
J. B. Boyd A. Shirley

DATE: October 31, 1979

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Report of I.D. Team #1 Meeting
Coalbank Slough (Coos Bay) Br. Sec.
Oregon Coast Highway
Coos County

Attached for your review and comment is a draft memo of the action taken by I.D. Team #1 concerning the subject project.

If there are revisions you wish made, please send them to me.

FET:ge

Attach.

✓ Versteeg
Anderson
Christensen
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Terpin
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NOV 1 1979
ROAD DESIGN SECTION

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Action

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - ODOT 378-6883
DEPT. TELEPHONE

TO: MEMO TO THE FILES DATE: October 31, 1979

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County

Interdisciplinary Team #1 met October 29, 1979, to consider which of several alternatives should be selected to present to the CAG and discussed in the EIS.

All except one are in the same corridor, slightly downstream from the existing structure. That one would cross the slough on an extension of Fourth Street, southwesterly of the existing structure and return to the existing highway near the southerly end of the existing bridge on a roadway to be constructed along the hillside on the south bank of the slough.

The alternates considered, a brief description of the structure and reason for rejection of the alternate are as follows:

Alt. 1	Low level bascule span on existing alignment. Elevation 23 feet.	Required extensive detour to handle traffic during construction. Estimated cost $4,400,000.
Alt. 1B	Low level bascule span on existing alignment. Elevation 17 feet.	Requires extensive detour to handle traffic during construction. Estimated cost $3,500,000.
Alt. 2B	Low level bascule span downstream from existing structure. Elevation 18 feet.	So close to existing structure at south end that expensive stage construction would be required with consequent reduction of safety and increase in inconvenience to traffic.
Alt. 4	High level fixed span 300'-400' downstream from existing structure. Elevation 65 feet.	Requires re-locating facility in a new corridor causing relocation of homes and businesses. Undesirable alignment to make connection to Coast Highway.

Alternates 2 and 3 were selected for advancement as being the alternatives that more nearly meet the objective of replacing a worn out structure with as little impact on the area as possible.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. U-F-172(11)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. U-205

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oreogn

10-16 orig

STATE HWY ENGR
OCT 16 '79
REFER TO Moehring
FOR
Info | Inves | | | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 10-9-79	FEDERAL ROUTE NUMBER Primary 2 STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

Coalbank Slough Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 5, 1979, I approve the program change to joint finance the subject project with Appropriation Code 010, changing project prefix to U-F and revise TEC of preliminary engineering charges necessary for location design approval to $251,700 with Federal participation limited to $196,737. (Increase TEC $216,700 - Federal Funds $169,437.)

DATE 10-9-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-915

STATE OF OREGON
HIGHWAY DIVISION - ODOT 378-6883
DEPT. TELEPHONE

INTEROFFICE MEMO

TO: FILE

DATE: September 6, 1979

George C. Wills

FROM: George C. Wills
Location Field Engineer

NOTED
E. S. HUNTER

SUBJECT: Coalbank Slough Bridge
Oregon Coast Highway
Coos County

The Draft EIS is reported to be progressing; therefore, an evaluation of other functions and their desirable completion date is appropriate at this time.

The attached bar chart indicated estimated dates and durations for the major items yet to be completed.

The preliminary study report will be prepared by the Location Design Unit in cooperation with Region. Maps for R/W Liaison are being forwarded to Region R/W Supervisor Neil Flanagan. F. D. Morrison is scheduled to receive plans and profiles of the six alternatives and will coordinate the utility liaison report.

The time frames shown are minimum, and development of any complications would extend the time required.

RECEIVED
TECHNICAL SERVICES
SEP 6 '79
REFER TO
FOR

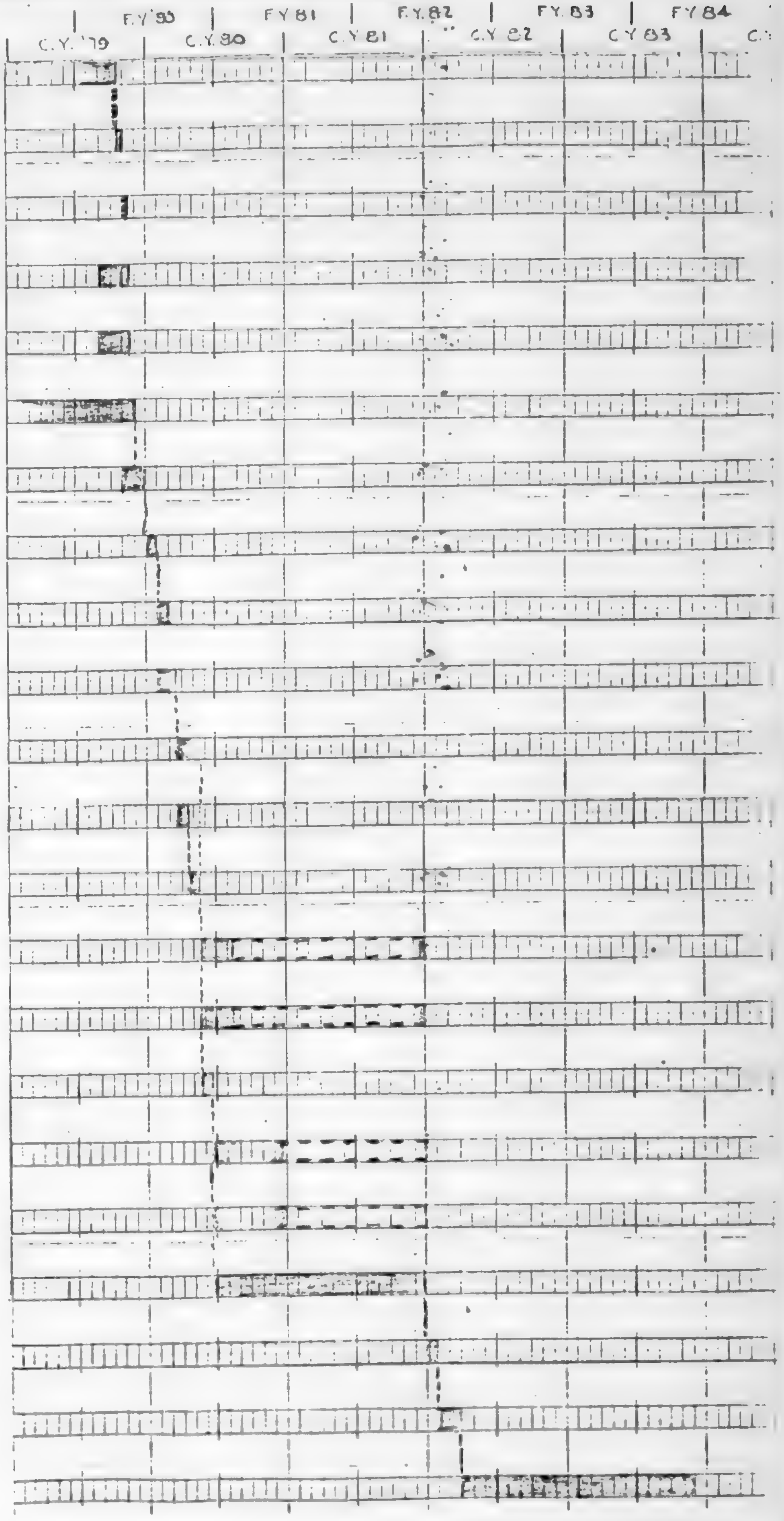
Info	Inves	R/D	D/R	Sign	Act	File

GCW:ge

Attach.

cc: F. E. Terpin w/att.
E. S. Hunter "
J. H. Versteeg "
A. Shirley "
Walt Hart "
Gary Potter "
Frank Morrison "
Neil Flanagan "

Project: COALBANK SLOUGH BR. Category: 2,4,5 Work: S. P. STR.
Highway: OREGON COAST Funds: SBRP Cost: ½ MILLION
County: COOS



PRELIMINARY STUDY REPORT
SUMMARY MEETING WITH CAC
MEET WITH CITY & OTHER INTRESTED OFFICIALS
UTILITY LIASON REPORT
R/W LIASON REPORT
PREPARE & RELEASE DRAFT E.I.S.
PREPARE HEARING DOCUMENTS AND ADVERTISE
CORRIDOR-DESIGN HEARING
STUDY REPORT
PREPARE & FHWA APP. OF F.E.I.S.
STAKE ℄ & COMPLETE LOCATION
FOUNDATION EXPLORATION
FINAL SOILS & GEOLOGY REPORT
FINAL DESIGN (ROADWAY)
FINAL DESIGN (STRUCTURES)
R/W DESCRIPTIONS
COAST GUARD PERMIT
404 PERMIT
AQUIRE R/W
PS&E
ADVERTISE & AWARD
CONSTRUCT

7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 29, 1979

FILE:

FROM: George C. Wills
Field Location Engineer

SUBJECT: Coalbank Slough Bridge
Oregon Coast Highway
Coos County (Coos Bay)

TO: FILE

The project development process has identified Corridor and Design Alternates which are illustrated and cost estimated in the attachments to this correspondence.

The Corridors, other than those presently existing, are designated "A" and "B". They, along with Design Alternate #4, would allow navigation equipment, up to 60 feet in height, to operate on Coalbank Slough. The current situation restricts the height to 13 feet without opening of the draw span. Only one request has been received to open the draw span in recent years. All three of these schemes would appear to have substantial short-term and long-term environmental impacts which should be identified and described in the Draft E.I.S. These schemes considerably surpass the concept of "Bridge Replacement" and should be placed in that perspective. They also present major difficulty in developing a couplet between downtown Coos Bay and the crossing of Coalbank Slough.

Within the framework of "Bridge Replacement", we have made studies for two Design Alternates and two Sub-Alternates. They are represented on the attachment as Design Alternate #1, 1B, 2 and 2B. They explore the probable means of simultaneously handling traffic and building the new structure. The structure schemes provide existing vertical navigation clearance of 13 feet to 19 feet vertical clearance as suggested in the letter from the U.S. Coast Guard, dated January 22, 1976 (copy attached).

Design Alternate #3 has been studied as a compromise. It would provide 35 feet of vertical clearance for navigation. If this could be constructed as a fixed clearance to navigation, it could provide a viable alternative to Design Alternates #1 and #2. This structure would provide assurance of no navigational interruption to highway traffic in the future. Design Alternates #1 and #2 could develop interruptions to highway traffic if and when navigation might develop, which would cause substantial highway traffic delays if navigation growth is as great as envisioned by some factions. This Design Alternate #3 does however have a substantial impact on homes and businesses.

It appears that Alternate #3 should be presented for consideration by navigational interests since they may find that the provision of 35 feet of vertical clearance is adequate for their future needs.

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It will be difficult for the Highway Division to pursue its goal of bridge replacement at any location on Coalbank Slough. Two interest groups appear to be looking to us as a means of furthering or achieving their own goals. One group wants to preserve this arm of the estuary in a primitive, natural state and thus is looking toward a low, fixed span replacement to restrain development. Whereas, the other group is looking toward commercial development of this navigable waterway, and is looking to us to construct a high fixed span which hopefully would stimulate development of navigation and commerce upstream from the present structure.

Adopted land use planning and local transportation planning will be required to bring about a solution; however, neither plan seems to be on the way to resolution at the local level, and adopted plans appear to be a long way off. This seems to indicate that we should be objective in seeking our solution to "Replacement" of the present deteriorating structure and avoid being used as a means for either faction.

It appears further that the solution will lie in Design Alternate #1 or #2 using present vertical and horizontal navigation clearances with a quick opening bascule span. This will neither enhance nor detract from the present situation between the factions. We should seek 24-hour notice or more (S.P.R.R. is seeking 6 months for their structure downstream) for opening to navigation. This would allow opening at off-peak highway traffic hours which could allow considerable development of navigation without serious effect on highway traffic.

GCW:ge

Attach.

cc J. H. Versteeg w/att. ✓
W. J. Hart "
G. Potter "
A. Shirley "

orm 81-734-3049

TABULATION SHEET

SHEET .... OF .... SHEETS

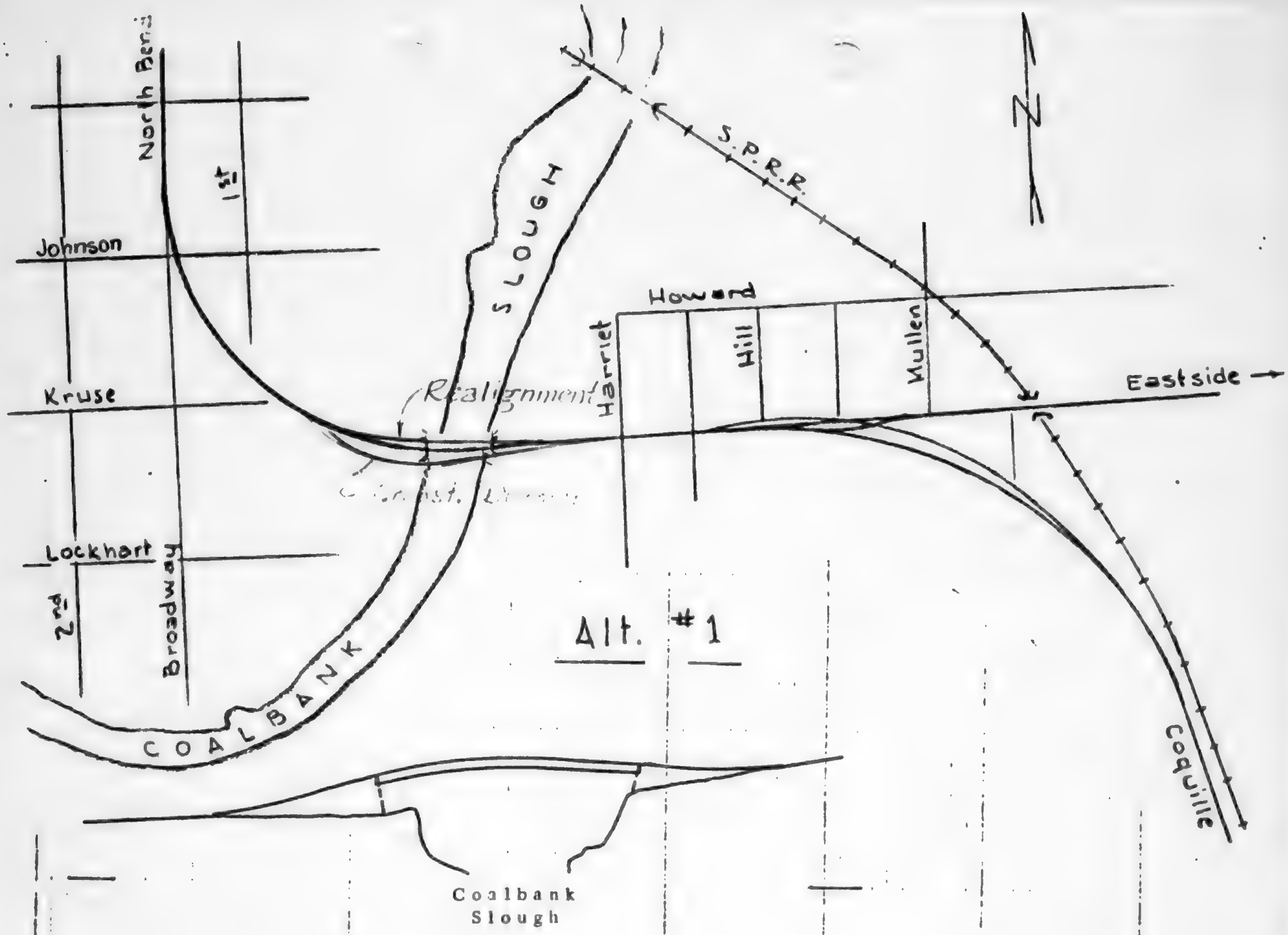
OREGON STATE HIGHWAY
DIVISION

COALBANK SLOUGH BRIDGE
Oregon Coast Highway
Coos County

-79

COMPARISON TABLE

Alternate	#1	#1-B	#2	#2-B	#3	#4
onstr. Length, Miles	0.26	0.16	0.36	0.33	0.47	0.72
rade and Pave	700	340	500	350	1,300	2,500
Structure (s)	3.700	3.160	3.200	2.550	2.100	4.700
Right of Way						
st Const Cost ($1.000)	$ 4,400	$ 3,500	$ 4,000	$ 3.400	$ 3,400	$ 7,200
Detour Structure Length	420'	420	Extg.	Extg.	Extg	Extg.
Permanent " "	515	443	515	443	800	1900
ascule, Low Elev.	23'	17'	17'	18'	---	---
fixed Span Low Elev.	-	-	-	-	38'	65'
Maximum Grade	3%	0.8%	1%	3%	6%	6%
Length Max Grade	100'	500'	1200	100	100	500


North Bend
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Kruse
Lockhart
2nd
Broadway
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Harriet
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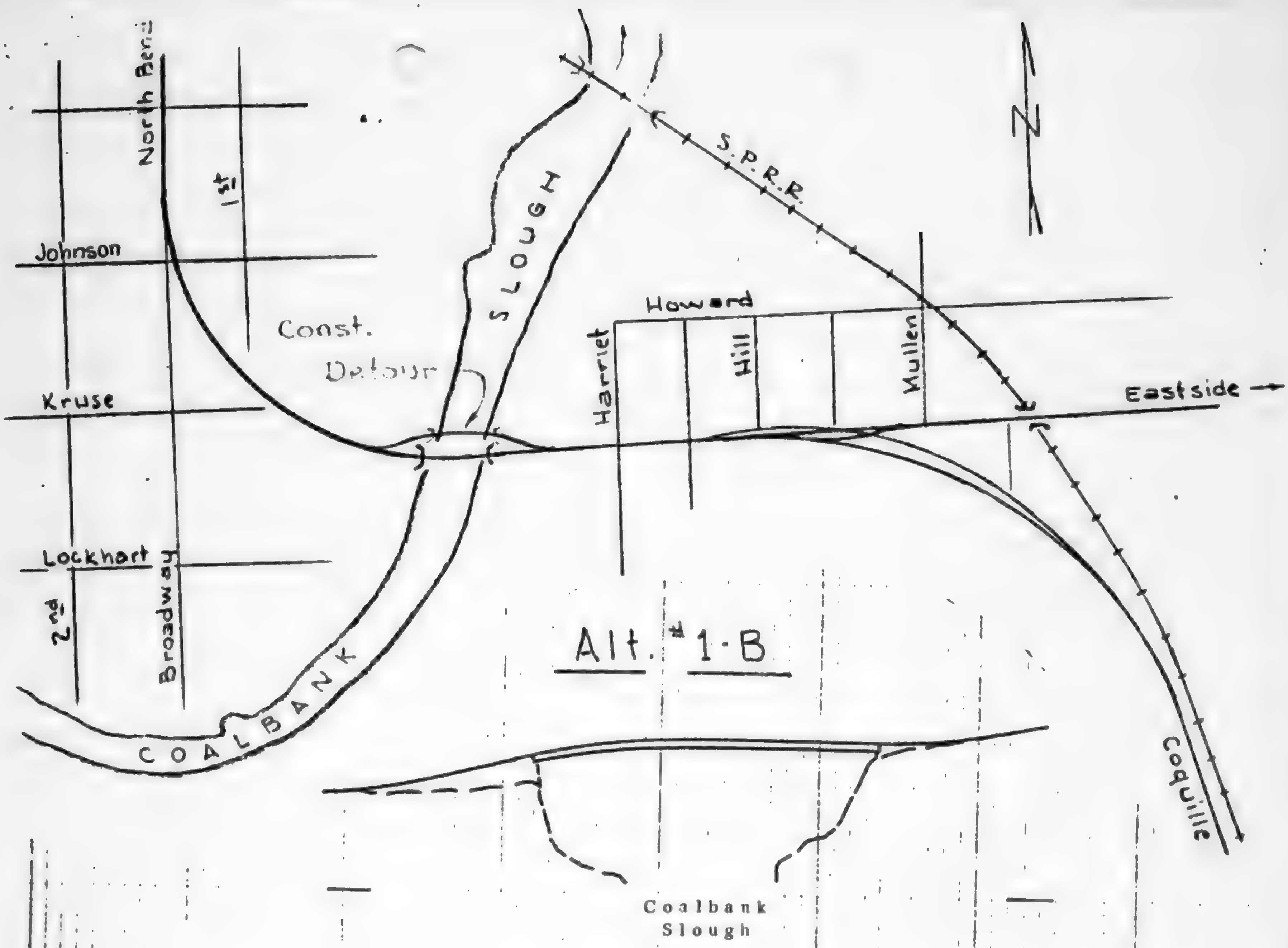
S.P.R.R.
N
Eastside
Coquille
Alt. #1
Coalbank
Slough



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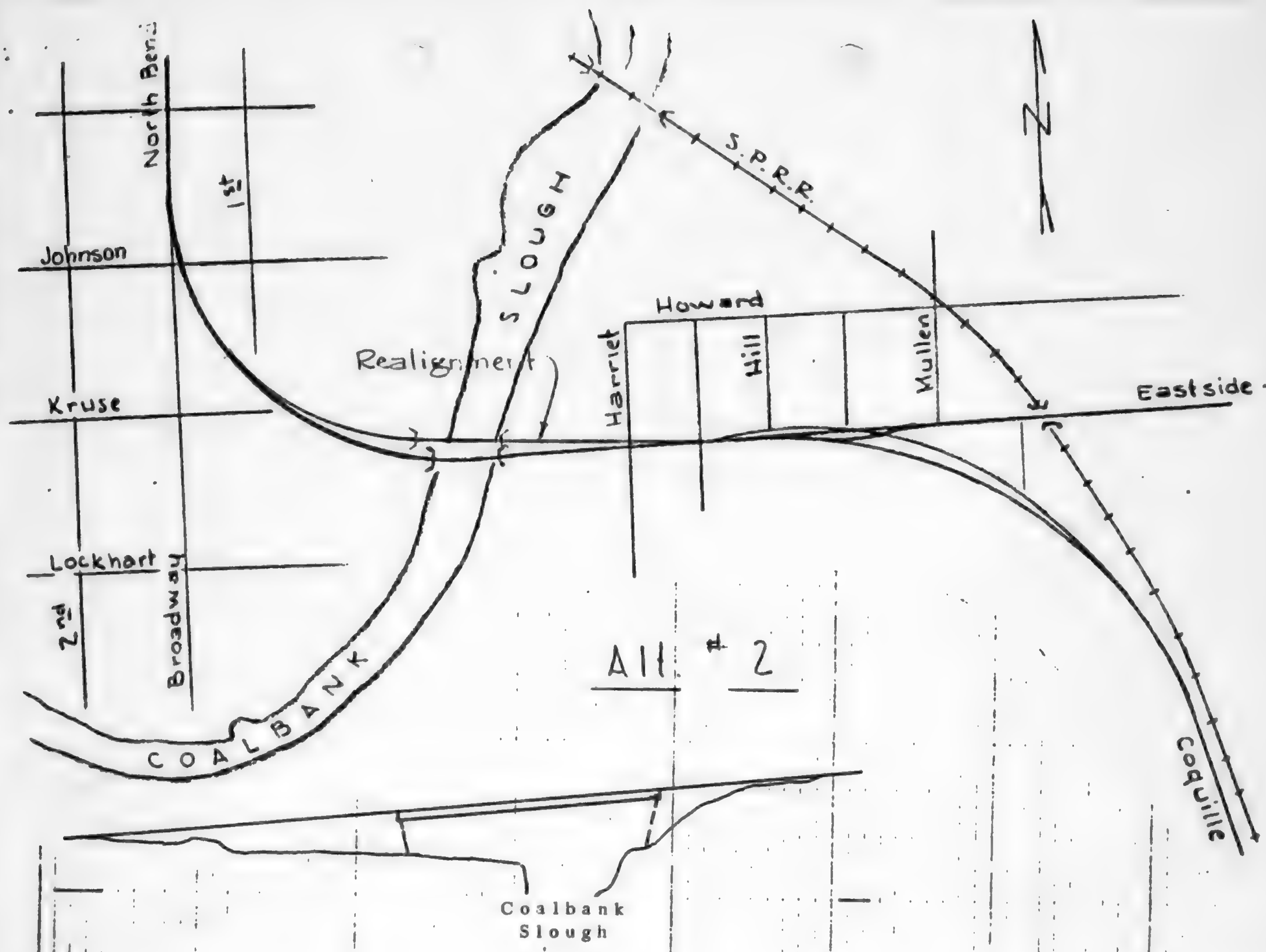
Coalbank Slough

Alt. #1-B

Att. # 2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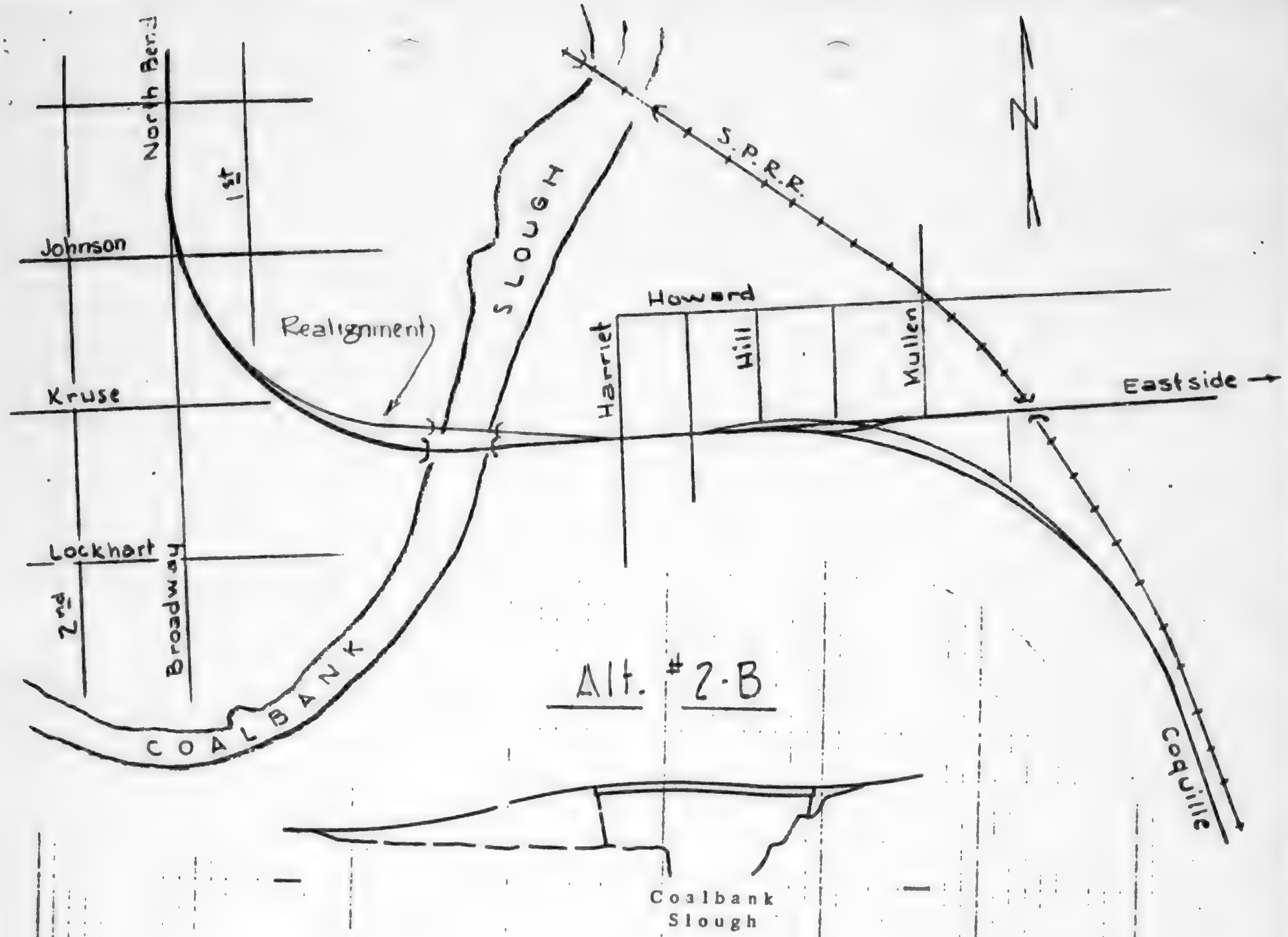

Alt. #2-B

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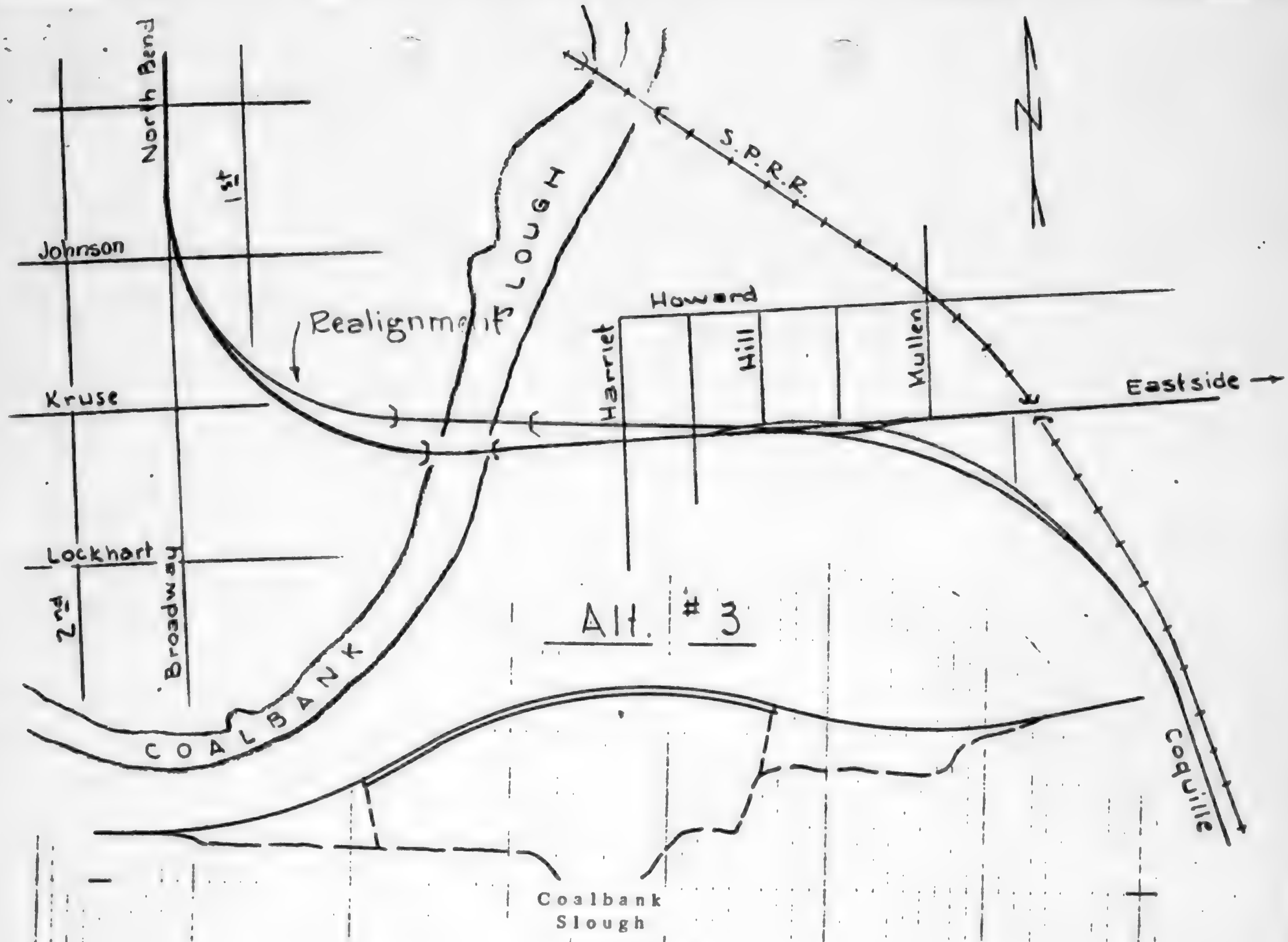
North Bend
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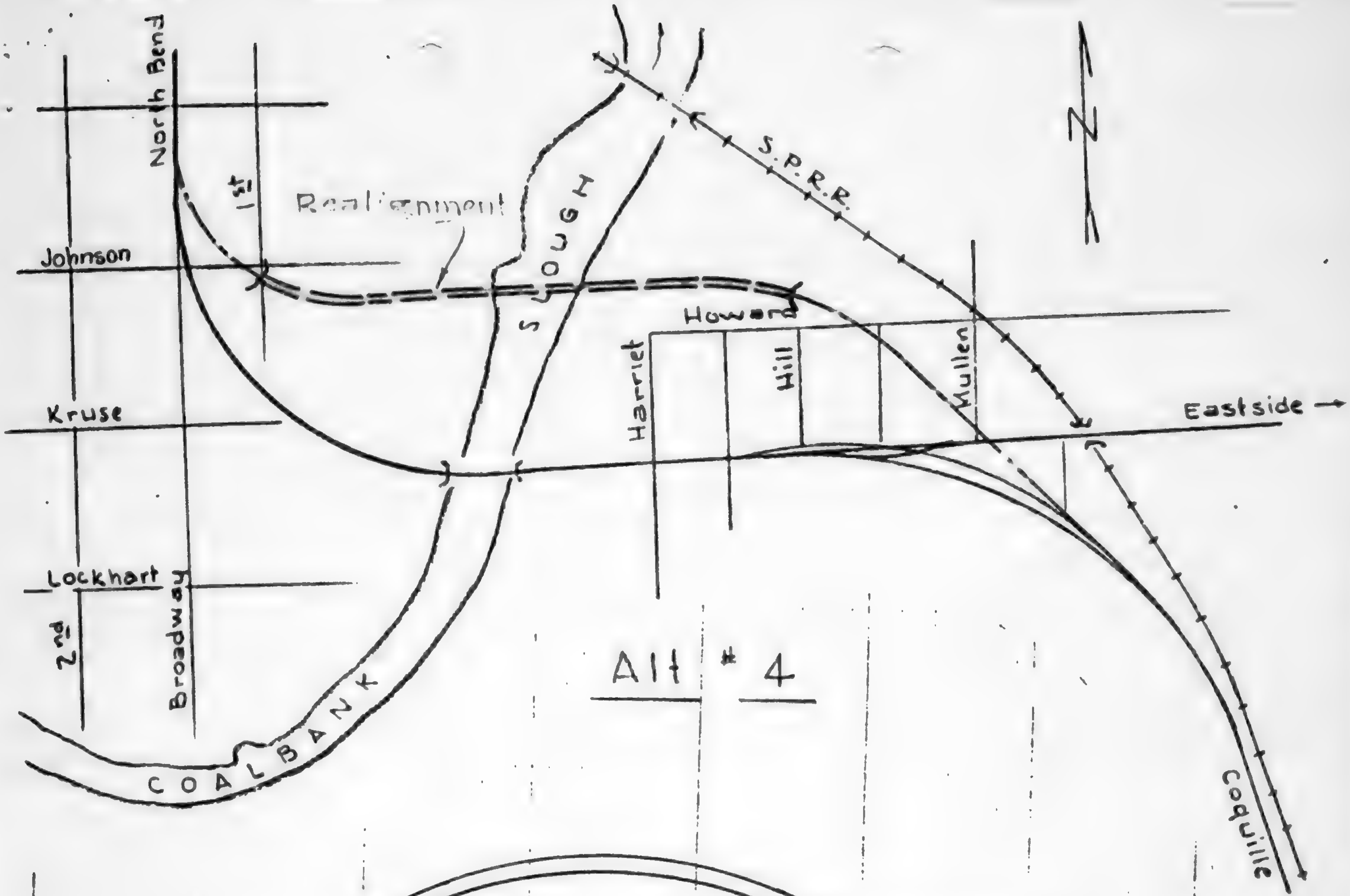
N
Alt. #3
Coquille
Coalbank Slough

Alt # 4


North Bend
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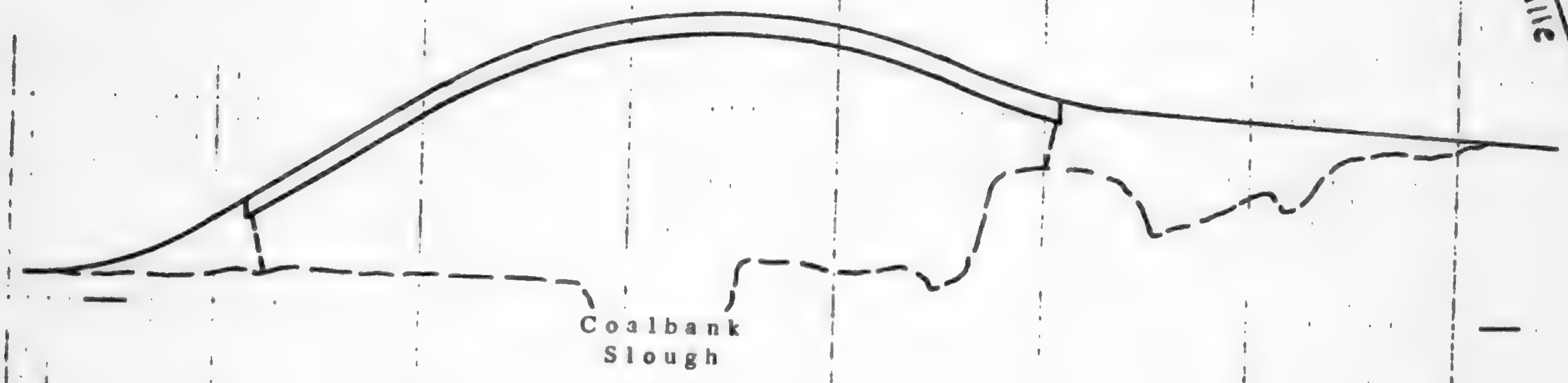
COALBANK
Coquille


Coalbank
Slough

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 21, 1978

FROM: Frank E. Terpin F.E.P.
Location Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Reconnaissance Estimate
4th Street Crossing
Coalbank Slough
Oregon Coast Highway

You requested cost estimates for a Coast Highway segment that would cross Coalbank Slough at 4th Street.

Herewith are sketch maps, profiles and estimates representing two unrecommended possibilities. The quadrangle sheet is the data source employed to prepare alignment, obtain lengths and earthwork quantities.

[redacted] extends from Hall Avenue to about 1000 feet north of Shinglehouse Slough. It includes a northerly access for Eastside and the Bunker Hill-Millington area. The total cost is estimated at [redacted]

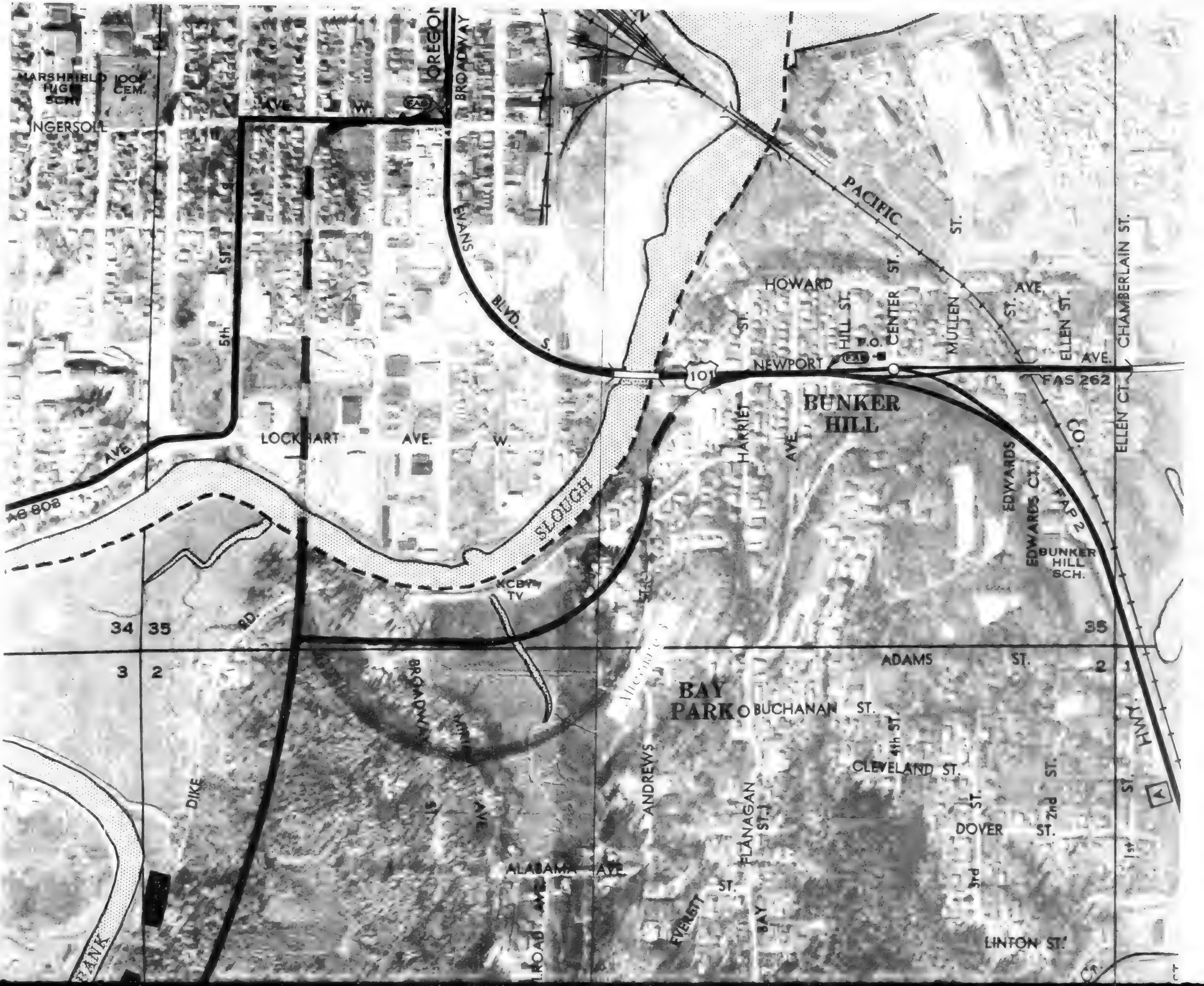
Alternate B is a circuitous route beginning at Hall Avenue and ending at Bunker Hill. The estimated cost is $8,300,000.

Another route following the road from Snedden Creek to Shinglehouse Slough would be possible; however, it would be longer and require an additional bridge. It appears evident that the existing highway location is far superior to these westerly possibilities, and if a high bridge is necessary, it probably should be parallel to and directly upstream of the railroad.

Attachments
WNH:mc

cc W. N. Hackleman

NOTED
W. N. HACKLEMAN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CHAMBERLAIN ST.
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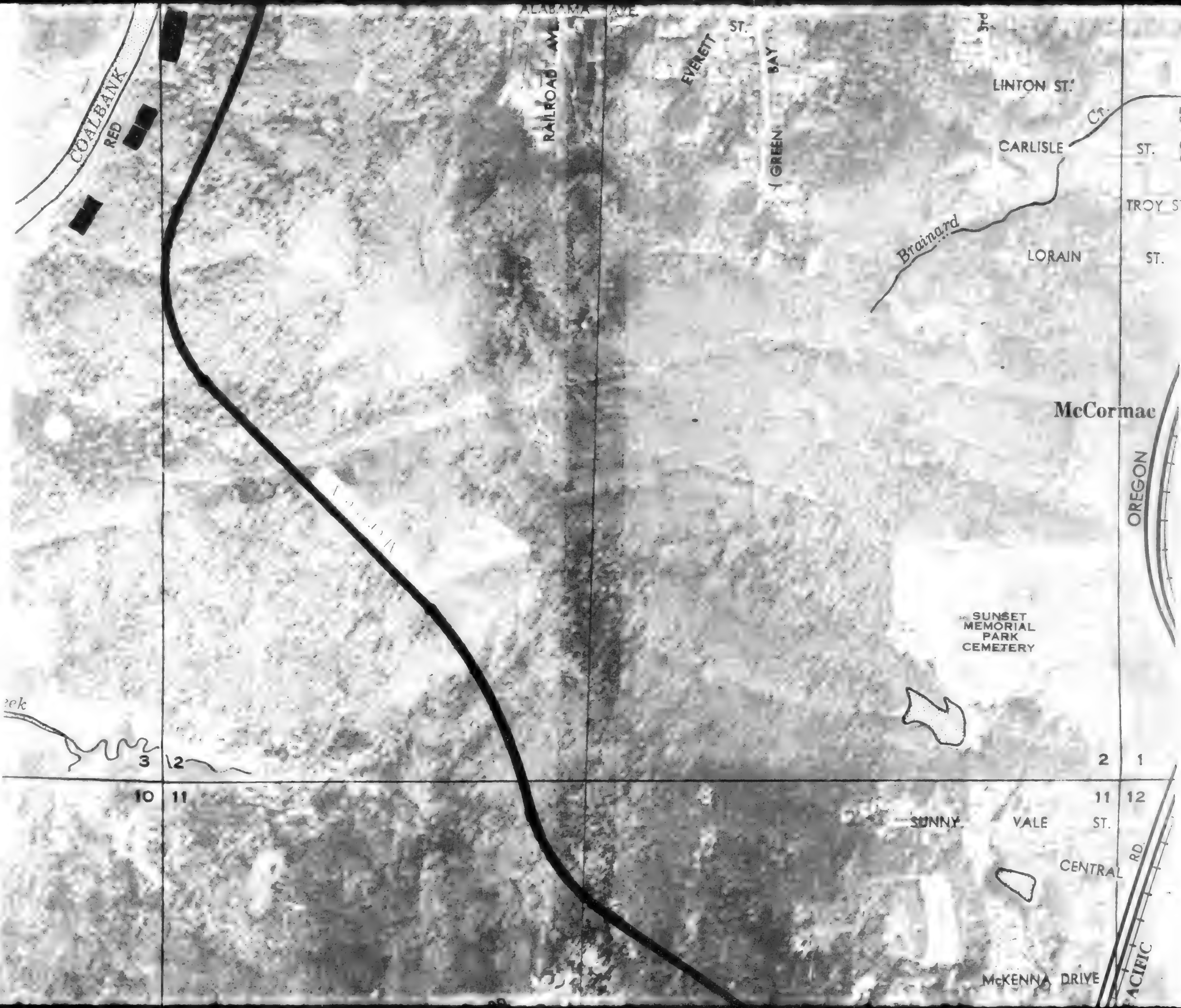
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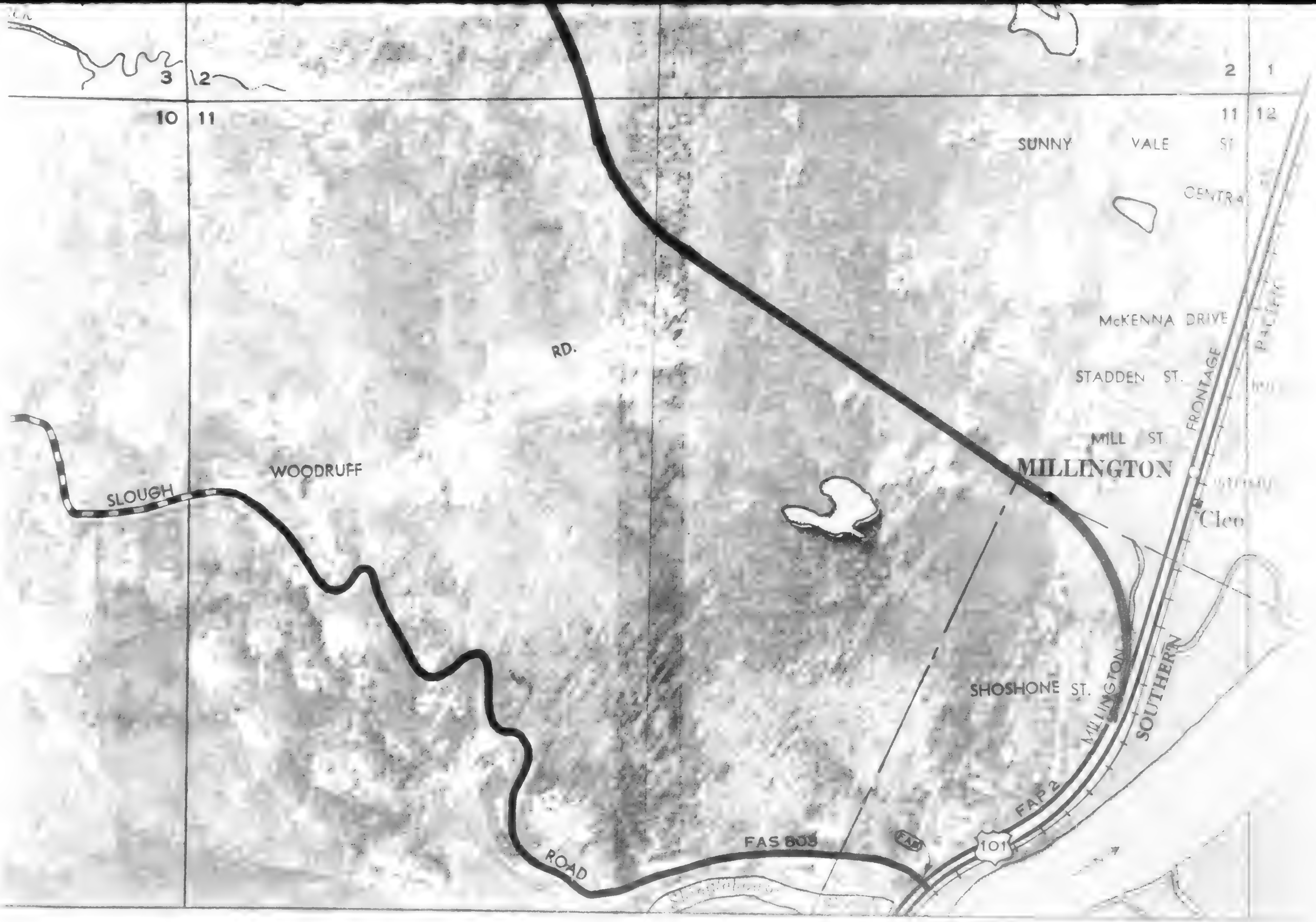
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McKENNA DRIVE
STADDEN ST.
MILL ST.
FRONTAGE
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MILLINGTON
Cleo
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WOODRUFF
SLOUGH
SHOSHONE ST.
MILLINGTON
SOUTHERN
FAP 2
101
FAS 803
ROAD

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 17, 1979

FILE:

FROM: George C. Wills
Field Location Engineer

SUBJECT: Coalbank Slough
Oregon Coast Highway
Coos County

TO: FILE

The status and alternatives for subject project were discussed with A. F. Shirley on May 15, 1979 at the Region Office in Roseburg.

The project has had a long history of development. It was originally categorized as Cat. 3NM, but with the addition of Curtis Avenue to Coalbank Slough couplet immediately to the north of the bridge, the original Cat. 3NM became suspect and the category was changes to Cat. 2MS which requires preparation of Draft and Final E.I.S. According to their letter of January 9, 1976, the Coast Guard has assumed that this will be done.

A Project Citizens Advisory Committee (PCAC) was appointed and has effectively informed the community about the project (Pg. 55, Step C. 4A(2)). The PCAC has also aided in developing the alternatives (Pg. 55, Step C.4A(2)). Their primary purpose is complete. It appears at this time that information should be gathered, reviewed, revised and coordinated with PCAC as indicated.

The Location Unit will prepare additional exhibits for Region to present to PCAC. Region has indicated they will proceed upon receipt of exhibits.

The Location Unit will refine the alternatives and prepare "location maps and profiles" suitable for use at a combination hearing. The Unit will also furnish maps and ownerships to right-of-way for preparation of the liaison report.

The maps estimates and supporting information will be made available to the Environmental Section for preparation of the Draft E.I.S. Meeting with local officials will be instituted by Region as materials and events dictate. This should commence immediately after PCAC has had the advantage of our summary.

GCW:ge

cc: A. F. Shirley
W. J. Hart
J. H. Versteeg ✓ Bill-file copy ob
G. Potter
W. N. Hackleman

1 Versteeg ✓
Anderson
3 Christensen
2 Olson
4 Sullivan
Terpin
5 Trout
Wakerlig

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 9, 1979

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Project Status Report
Coquille River Bridge
Coalbank Slough

NOTED
E. S. HUNTER

COQUILLE RIVER BRIDGE

The Coquille River Bridge on the Coquille-Bandon Highway is a federal aid project on the six-year program scheduled for 1984. This structure is No. 3 on the 10-17-78 Special Bridge Replacement Program and No. 22 on the State list.

Seven alternate locations have been considered along with a high and low level fixed span, swing span, and a double bascule span. The reconnaissance has been completed by the Location Unit and costs vary from $2 million to $5 million.

Frank Terpin will select the three best alternates and transmit these proposals to Region 3 next week.

Gary Potter has indicated that they could start the EIS work by mid-summer if the field information was available.

The Bridge Section should review the alternates and start discussions with the Coast Guard.

Bud Shirley has had some discussion with the citizens and local officials of Coquille but there is still considerable field, office and citizen advisory work to be done. There is considerable local support for this bridge replacement project. There may be a difference of opinion on the most desirable alternate.

COALBANK SLOUGH

This is a $3.7 million, six-year program project scheduled for 1984. It is listed as No. 2 on the State Bridge Priority list and No. 25 on the Special Bridge Replacement Program. There has been considerable discussion concerning the project and there is an inactive citizen's advisory committee. The bridge replacement will be the subject of moderate controversy concerning the clearance over the Coalbank Slough and possibly where the replacement structure should be located.

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Frank Terpin will develop reconnaissance alternates for the Coalbank Slough replacement. These alternates will be completed and sent to Bud Shirley about the middle of March. Recommendations for reasonable alternates to be considered by the Location Unit are requested.

The Environmental Section would be able to start work on the EIS this summer if the necessary information was available.

Again Region 3 will have a substantial amount of field work, office work, citizen's advisory work, etc., to develop a project. To develop a reasonable bridge replacement alternate that will satisfy the local needs may be difficult and will be time consuming.

JHV:jh
cc: E. S. Hunter
Gary Potter
Walt Hart
Bud Shirley
Frank Terpin
Adrian Olson
Peter Dykman

Coos Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
May 4, 1978
Salem, OR 97310

FILE:

Copies: Walt Hart
Frank Terpin
Hal Versteeg

FROM: Gary Waltenbaugh, Project Manager GW
Environmental Section

SUBJECT: Coalbank Slough
Coos County

TO: Cam Gilmour
Project Coordinator

this to Cam
Gary W.

After several phone conversations with Paul Riedl at the FHWA Division Office I have ascertained that we have approved assessments on both the Bridge and the couplet projects. FHWA approval was given on the former November 25, 1975; while the latter was granted October 21, 1975.

At the present time then, we have two approved assessments; one each for the Bridge and the Couplet. Each of these has a Category 2, Major-Significant classification.

According to the Location Section, no preliminary engineering has been worked up, with the exception of some preliminary soundings made for the structure a year or so ago. The resident in charge of the project (Frank Morrison) informed me that the project is not one of his top priorities, and doesn't plan on initiating work on it until this fall, at the earliest. He anticipates that the job will probably require 3 months, at least, to locate.

Feeling in the Region is that they would like to have the Bridge project reclassified to a Category 3, which would require a Negative Declaration in lieu of a Draft and Final EIS. They don't want to see the Couplet extension tied to the Bridge replacement, if possible.

The couplet requires the removal of a SPRR depot. While the City originally had some HUD monies to accomplish this relocation, it is possible that the time limitations on the original grant may have been exceeded by now. This may explain why the City of Coos Bay no longer appears overly-enthused about pursuing the Couplet project rapidly. While this should be investigated, the fact remains that the Bridge itself is in dire need of replacement. My own feeling is that perhaps a Negative Declaration on the Bridge project is all that is necessary. However, it may be difficult to downscope our classification on the project, since FHWA (reacting to some USCG commentary) withdrew their first approval on the project assessment back in October of 1975, which necessitated our "up-scoping" it to a Category 2 project shortly thereafter.*

Bridge project would be a Cat 2, since it possesses similar characteristics as [illegible]. Alternatives (high, low, fixed & movable) will have to be studied. GARY POTTER

- IF the couplet appears to be dead, we should proceed with bridge alone. No action would be required to do this. GxP

*The USCG withheld approval since they felt secondary impacts upstream, due to increased navigation use, would occur.

Walt Hart will handle Coalbank structure
Hal

If our staff is to begin work on the project, it will be helpful to know: a) just how soon the Region will commence their work on it; b) what kind of document we will be required to prepare; and c) the timing of our anticipated involvement.

EIS

At this point, I don't feel that it would require too great an effort to produce a "Chapter One," though we do need to see some more locating information first.

The following represents the more significant dates and events which have occurred on the Coalbank Slough Bridge and/or Couplet project.

26 July 74	Project Development request that an assessment on the project be prepared by Environmental Section.
5 August 74	An assessment filed with FHWA on the Coalbank Slough Bridge (no copy in our file)
22 August 74	An assessment filed with FHWA on the Coalbank Slough Bridge, with note that it supersedes assessment of 5 August 74.
1 October 74	Letter from FHWA indicating nonconcurrence in assessment findings; requested secondary impact investigation.
13 February 75	An assessment filed with FHWA on Coalbank Slough Bridge.
4 March 75	FHWA concurrence on project assessment and classification (Non-Major).
26 June 75	A-95 Notice of Intent filed on Coalbank Slough Bridge.
8 July 75	Letter from USCG disagreeing with the Category 3, Non-Major classification.
10 July 75	Authority for Survey Notice initiated by Location Section on both bridge and couplet. (P.E. approved noted on 10-15-75)
25 July 75	A-95 comments received from State Fish and Wildlife: question need for drawspan.
26 August 75	Assessment prepared on both bridge and couplet, but appears not to have been released.
17 September 75	Additional A-95 comments received from State Lands Division, LCDC, Fish, etc.
23 September 75	An assessment filed with FHWA on the Coos Bay Couplet extension (Curtis Avenue to Coalbank Slough).
16 October 75	FHWA withdraws concurrence on assessment dated 13 February 1975 (Coalbank Slough Bridge).

21 October 75	FHWA concurs in couplet extension project as Category 2, Major classification.
29 October 75	OSHD revised project classification of Coalbank Slough Bridge to Category 2, Major.
5 November 75	A-95 Notice of Intent filed on couplet.
25 November 75	Coalbank Slough Bridge project assessment was "re"-approved (according to Paul Reidl).
10 December 75	A-95 conclusion in: (no conflict)
12 January 76	Letter from Bud Shirley (Region IV) to City of Coos Bay indicating "one project" status of Bridge and couplet.
27 January 76	Interagency coordination meeting held in Coos Bay for all concerned agencies (information only).

GSW:ss

cc: Gary A. Potter

1 ~~[illegible]~~
3 Christensen GDD
George
2 Olsen CWP
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April 18, 1977

NOTED
E. S. HUNTER

Mr. John H. Jaehnig
Route 1, Box 363
Coos Bay, OR   97420

Dear Mr. Jaehnig:

You will be pleased to know that a contract is currently under way providing for replacement of Isthmus Slough draw span deck with steel grid. Also, we have been planning for some time for the replacement of the Coalbank Slough structure and extension of the two-way couplet through Coos Bay southerly to the bridge site.

Signalization at Bunker Hill is on the Six-Year Highway Improvement Program and is presently scheduled for contracting in Fiscal Year 1978. We hope our funding situation will allow us to meet that schedule.

Many existing roads statewide are in dire need of improvement. Funds are extremely short and we are barely able to keep up with a reasonable level of surface maintenance. We will, however, continue to respond to particular areas of hazard and need as best we can.

Highway safety is a matter of concern to all of us and your interest is appreciated.

cy Ellison
4-20-77

Sincerely,

H. S. Coulter
State Highway Engineer

JXW:cw HSC:ia

bc E. S. Hunter
R. L. Schroeder
Alfred Shirley, Jr.
D. H. Moehring
L. W. Rulien

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STATE HWY ENG.
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Route 1, Box 363
Coos Bay, Oregon 97420
April 11, 1977

Sirs:

I would like to bring to your attention the following areas of Coos County state highways that are rendered hazardous due solely to lack of proper maintenance.

1. The surface of the draw span sections of the Isthmus Slough Bridge.
2. The surface area of the turn-table section of the Coalbank Slough bridge.
3. The surfacing of many of the state highways in Coos County and particularly the South Broadway section of highway 101 in Coos Bay.

In a time when governmental units are insisting that automobiles be constructed according to strict safety standards, I think it is incumbent on the state of Oregon to maintain it's highways in a manner that will provide a reasonably safe environment for the motorist. I see evidence as mentioned above, and other things such as the collapse of the Isthmus Slough bridge section, that indicates something is drastically wrong with the maintenance practices employed in this area, and suggest that you investigate for yourself or whatever, but remedy the situation.

I think I fully realize the problems in maintaining roads in this area of heavy rainfall, adverse weather conditions, unstable soils, etc., but I'm satisfied that present maintenance practices are not satisfactory.

Enclosed are some pictures of the bridge surface area mentioned above. I request an answer to this letter stating whether you agree or disagree and what you intend to do to remedy the situation.

Also I would like to call your attention to two areas that are hazardous due mainly, in my opinion, to the fact that increased traffic over the years has rendered them inadequate.

The Bunker Hill area of highway 101 at the intersection of the Coos River road. Frequently during rush hours Coos River road traffic is backed up form the intersection to the Coalbank Slough bridge, creating a very hazardous situation.

The "S" curve area of highway 101 approximately 2 miles south of Coos Bay immediately in front of Sunset Memorial Cemetery. Over the years, I've seen many wrecks in this area and some deaths. It [illegible] to [illegible] invested to remove the curve and take the [illegible] out of it.

Sincerely,
John H. Jaehnig

[illegible] 14-1-1
[illegible]
[illegible]

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

March 1, 1977

Mr. Elfving
Matthews-Elfving
1144 Anderson Ave.
Coos Bay, OR 97420

Coal Bank Slough Bridge

This is in answer to your letter of February 15, 1977 regarding the opening of the Coal Bank Slough Bridge.

The opening of the bridge is in accord with regulations issued by the Coast Guard. Those regulations are still the same as those sent to you by Mr. F. B. Klaboe, as Administrator and State Highway Engineer, with his letter of September 27, 1974. As you know, these regulations state that the bridge need not be maintained in operable condition; however, it must be returned to operable condition within six months after notification by the Commandant, U. S. Coast Guard. We are operating in accord with these regulations and do not plan to open the bridge unless so ordered by the Coast Guard.

I am advised that the eighteen piling which you refer to in the center of the waterway have been cut off at the river bottom in accord with permission from the Coast Guard.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Acting Bridge Engineer

RWE:dh

cc U. S. Coast Guard, Seattle
Port of Coos Bay
City of Coos Bay
U. S. Corps of Engineers
E. S. Hunter /w/ copy of letter
Alfred Shirley /w/ copy of letter

RECEIVED
STATE HWY ENGR
MAR 2 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Matthews-Elfving
1144 Anderson Ave.
Coos Bay, Oregon 97420

Feb. 15, 1977

State of Oregon Highway Department

Salem, Oeegon

Att!n: Bridge Department

We hereby request the opening of Coal Bank Slough Bridge to allow barge and tug access to work site which is up stream from your highway bridge.

It has come to my attention that you did not remove 18 piling in the center of this federal waterway,as was ordered by the U. S. Coast Guard.

Please assure us that you have U. S. Coast Guard approval to leave these 18 piling in the center of this federal waterway. We are concerned for towboat striking these piling when they push a barge thru to reach the job site.

Please let us know how soon you can open this bridge?

Yours truly

Karl Elfving

Matthews - Elfving
Coos Bay, Oregon

cc: U. S. Coast Guard
Port of Coos Bay
City of Coos Bay
U. S. Corp of Engineers

2-28-77
Piling at river
streambed, as per
Jim Gix & RWE.
LLW.

NOTED
L. L. WALLACE

NOTED
J. E. [illegible]STRAND

10,158

DIRECTOR'S FILE
Ports
Mai 14-1-1
Coalbank Sl.
Sp. 77

341 Hilltop Drive
Grants Pass, Oregon 97526
February 7, 1977

Karl Elfving
15 East Lockhart
Coos Bay, Oregon 97420

Dear Karl:

Your plan for a boat basin and marina in Coalbank Slough meets with our complete approval. We will cooperate to the utmost with your efforts to bring this project to completion in the shortest time possible.

Land necessary for the boat basin which we own is at your disposal. The only compensation we will require is construction of a dike along the south boundary of the boat basin to replace the present dike. This will provide the necessary pedestrian access to the boat basin from the south.

Very truly yours,

EDIN PROPERTIES CORPORATION

Nils A. Edin

Nils A. Edin, President

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

September 22, 1976

Matthews - Elfving
1144 Anderson
Coos Bay, Oregon 97420

Subject: Coalbank Slough Full-Service Marina
Development Proposal Within the
Corporate limits of Coos Bay

In accordance with your request, I have reviewed your Coalbank Slough development proposal. I find your proposal as presented, to be a generalized development concept very much worthy of further and serious consideration. Upon close consideration and analysis, I find your proposal offers several good features, namely:

1. Clean-up of debris in the slough and the rebuilding and stabilization of existing dikes to provide both flood protection and vehicular and pedestrian access to the waterway and proposed marina.

2. Your proposal gurantee the establishment and maintenance of a perpetual salt-marsh sanctuary with an adjacent hillside people-park passive recreation area. This consideration is extremly important in view of the fact that the continued existance of the salt-marsh in its natural state is not presently guranteed. In your proposal, the salt-marsh is reduced slightly in area, however, on the other hand, you gurantee the maintenance of the balance of the marsh as a natural-state wildlife sanctuary, indeed a key feature of your proposal.

3. The realignment of the navigable channel along with the dredging for your proposed 300 berth marina results in a decrease of the salt-marsh, however, the reduction of marsh land area is possibly off-set by the resultant significant increase in the tidal prism and the establishment of a perpetual salt-marsh wildlife sanctuary.

4. Your proposal in my considered opinion, beautifies an aesthetically depressed area and opens up a navigable waterway for public use.

The above action when taken as a whole will cause a significant and beneficial increase in the valuation of all Coalbank Slough waterfront properties. These lands presently range in valuation between 40 to 60 dollars per front-foot, if your development proposal was to materialize these same lands could easily increase in valuation by as much as ten times within the next five years.

The above statement is based on the above mentioned beneficial environmental merits of your proposal and the knowledge that:

1. There is a dire need for an additional 200 to 300 boat moorage spaces in the Coos Bay area.

2. Coalbank Slough is a weather-wise protected area.

3. The Coalbank Slough Marina will have ready availability and success to the complete range of Marine Commercial and Industrial services immediately available along Isthmus and Coalbank Sloughs. Also immediately available will be Coos Bay downtown shopping mall, motels, hotels, restaurants, and financial and professional services, etc.

4. All necessary utilities, water, sewer, power and telephone are already available along the Coos Bay side of Coalbank Slough.

5. Highway and rail transportation facilities are already available at the mouth of Coalbank Slough.

6. The City of Coos Bay Planning Commission has informally expressed favorable receptivity to such a development proposal.

In view of your keen interest in the development of Coalbank Slough and the fact that you own or have control of significant portions of Coalbank Slough waterfront lands, I respectfully suggest you initiate the following actions towards realization of your development proposal.

1. Form a development corporation who's membership consists of all Coalbank Slough waterfront property owners wishing to join in such a development venture, and
2. prepare preliminary development plans in sufficient detail to permit the corporation to apply for the necessary state and federal permits.
3. Once preliminary development plans are prepared apply for U.S. Corps of Engineers dredging permit and Oregon Division of State Lands permit and,
4. petition for annexation of all proposed development lands adjacent to the corporate limits of Coos Bay, and
5. apply for City of Coos Bay planned unit development permit to develop such lands as proposed, and
6. obtain letters of development concept support and/or approval from the Port of Coos Bay Commission, County Board of Commissioners, and all Coalbank Slough property owners lying within two-hundred fifty feet (250 feet) of the boundaries of the lands to be developed.

Should you decide to pursue the implementation of your development proposal, please let me know if I can be of assistance.

Sincerely,

George Lavios
City of Coos Bay
Planning Director

GL/pm

bay area
environmental
committee

250 Hull Street, Coos Bay, OR 97420 Phone 888-3291

January 28, 1975

Mr. Karl Elfving
1144 Anderson
Coos Bay, Oregon 97420

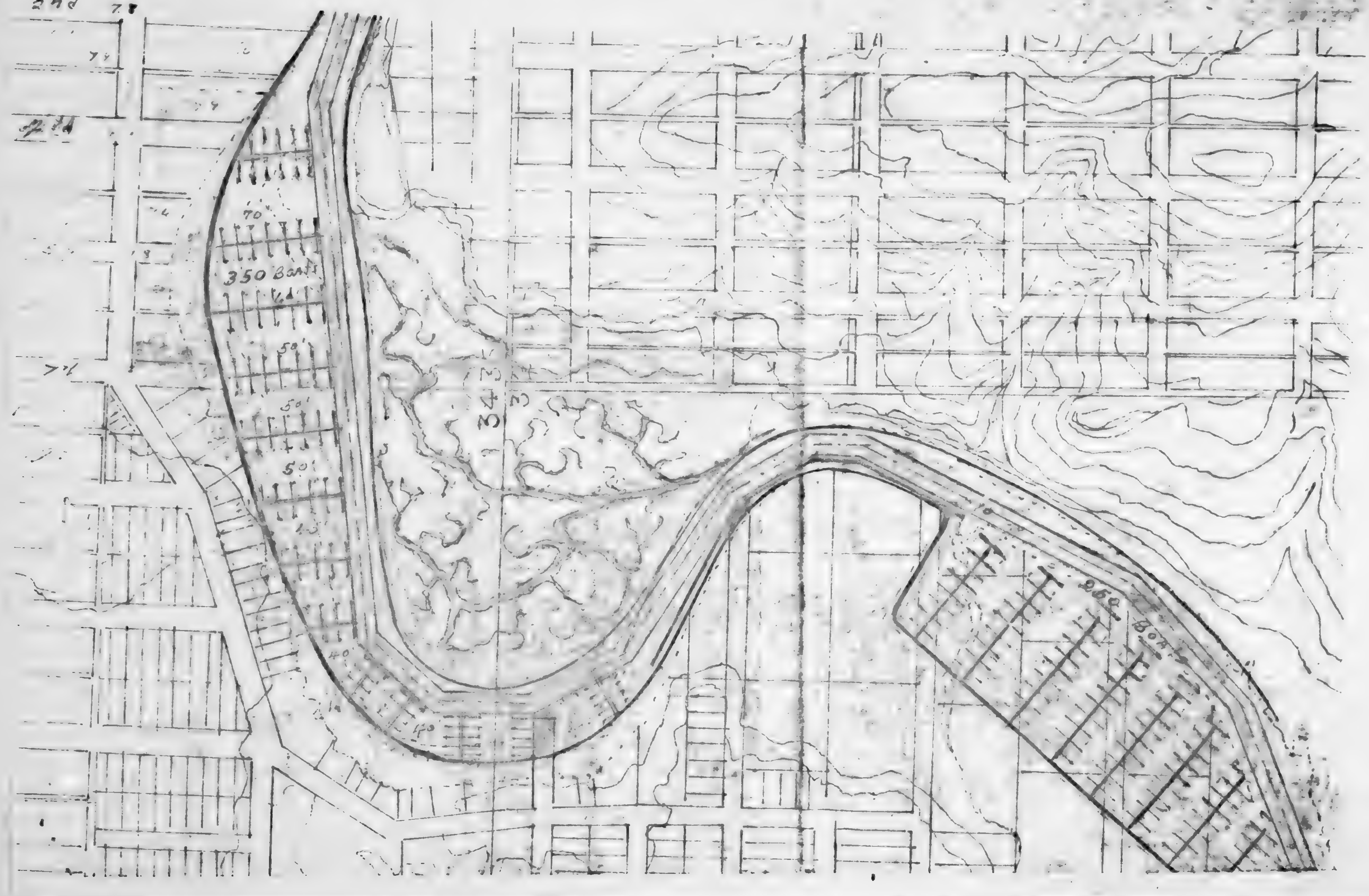
Dear Karl:

This is in response to your request to review and reconsider our previous disapproval of your tour boat project. After our on sight review and after studying the drawings and sketches which you provided, we wish to express the following conclusions

1. That the proposed project as outlined by engineering sketches "Piling & Dredging" 7-29-72, it appears to present no environmental degradation.
2. That the proposed project would require only minimal dredging and spoil disposal, and that no forseeable problems would result from these processes.
3. That, concerning this specific proposed project, we support its development.

If any further clarification is needed please feel free to contact me or any member of the board.

Sincerely,
Matt Christensen
Matt Christensen
Co-Chairman


2nd
3rd
70'
350 Boats
50'
50'
50'
40'
1343
260 Boats

I-5

Bossenbury Beach
County Parks

[illegible]
Bill
Gov.
[illegible]

1978
1976 – public hearings

" ~~Prosperity~~ [illegible]
was available"
resolution or legis –
budget note – consultation

instead of those others.

Ken Lewis –
Glen Burton – WC
Lewis

Chuck Costin –
Bev – Mark Reed

Carl Ebbing
Nellie Riggs
Jim Brunny – World

Jerry Dunn –
Emily "[illegible]" – Coos County

Bob Pittman
CC Econ Dev Comm
Econ Dev Com – State of Oregon

A new plan for SW Oregon.

Maritime study!
Checked with Econ Dev staff

not the B Hunter.
1971 built up to standards
1972 Economic loss – what you want seen

.10,158

Rulien

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 21, 1977

FILE: LOC 17
PRO 6

[illegible] CLARK
REGIONAL FE[illegible] ENGINEER

FROM:	GLEN L. CLARK Regional Federal-Aid Engineer	SUBJECT:	Receipt of signed Letter of Understanding between State & City Coalbank Bridge and One-Way Couplet Extention Oregon Coast Highway City of Coos Bay
TO:	MEMO TO FILE		

Attached is a signed copy of an informal agreement for the information of all persons involved.

GC/slc

Encl.

cc: L.W. Rulien ✓
L.E. George
F.E. Terpin
Hal Versteeg
Bill Brown
L.V. Blickenstaff
Mr. Arlan Fisher, Chairman of CAC

PROJECT [illegible]
JAN 25 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	[illegible]	[illegible]

RECEIVED JAN 17 1977

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO 6
AGR

January 12, 1977

Mr. Richard L. Kahanek
City Manager
City of Coos Bay
City Hall
Coos Bay, OR 97420

Dear Mr. Kahanek:

It was a pleasure meeting with your delegation yesterday concerning your Federal Community Development Grant. We have a much clearer understanding of the overall program and how it might just be the financial help needed to insure a couplet extension project.

After the meeting, it was thought appropriate to develop an informal "Letter of Understanding" or "Letter of Intent" setting down the current proposed actions on both our parts. The following is such an attempt.

The State Highway Division is currently considering the replacement of Coalbank Slough Bridge and the southerly extension of the Broadway-Bayshore one-way couplet as one "project". As the bridge will probably be funded by federal special bridge replacement program and the couplet by federal primary funds, the two could be separated if necessary.

The status of the "project" at this time (prior to the 1977 Legislature and after the defeat of Ballot Measure 8) is that the Oregon Transportation Commission has approved the project for planning only. The Commission approved only the projects on the first two years of the Six Year Improvement Plan for construction; the last four years for planning only.

At this point in time, there is no assurance that federal funds and state matching funds will be available for the construction phase. It is our current instructions and intent to proceed with the preliminary engineering (field work, environmental aspects, hearings, etc.) to develop plans, specifications and estimates (PS&E).

(continued)

From our meeting yesterday, it is understood that it was the intent of the past council to assign a portion of your overall Federal Community Development Grant ($235,000) to the acquisition of the Southern Pacific Transportation Company's depot and selected spur tracks as the city's contribution to the "project". A new council will be asked to reaffirm this intent. Although not indicated at the meeting, it would be assumed that any of the acquired property necessary for the "project" would be made available for the couplet extension.

It is also understood that the City (due to their better bargaining position involving the elapsed railroad franchise) will be the bargaining agency. It is understood that, if asked, the expertise of our Right of Way Section can be contracted to acquire any parcels that may be involved in possible trades, etc. This would insure acquisition in compliance with current federal regulations to satisfy federal-aid projects.

If this is substantially your understanding of the elements discussed, please so indicate by signing the block below. If not, suggest the necessary revision and return to this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark
By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
Bill Brown

I agree with the content above and
the informal understanding herein:

Richard Kahanek

SERIES TITLE:

Construction Contracts

LAST RECORD
IDENTIFICATION:

#Coos 10,158
(1985)

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Ending File # COOS 10,158 (1985)

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City State

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